

Questions to the Mayor

15 October, 2020

ANSWERED QUESTIONS PAPER

Subject: MQT on 15 October, 2020
Report of: Executive Director of Secretariat

Healthy Streets Programme

Question No: 2020/3250

[Caroline Pidgeon](#)

In answer to question 2020/2550 in response to my request to list all TfL schemes under the Healthy Streets Programme that are currently paused, you instead published a list of Healthy Streets schemes which TfL intends to progress with. As requested in question 2020/2550 please list the schemes under the TfL Healthy Streets Programme that are currently paused.

Answer for Healthy Streets Programme

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Brownhill Road/Torridon Road Junction

Question No: 2020/3251

[Caroline Pidgeon](#)

In answer to Question 2020/0990 you stated: "Transport for London (TfL) has plans to improve the junction between Brownhill Road and Torridon Road. Design work on a new pedestrian crossing at this junction is almost complete and there will be engagement with local people in the coming months, ahead of construction starting later this year." Please can you give an update to the local community as to when exactly this junction will be made safer and accessible for pedestrians. Please also provide an exact date for construction work.

Answer for Brownhill Road/Torridon Road Junction

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Waterloo and City Line**Question No: 2020/3252**[Caroline Pidgeon](#)

Please provide an update as to when this London Underground line will re-open and the continued grounds for its closure?

Answer for Waterloo and City Line[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Two-mile rule for free school travel**Question No: 2020/3253**[Caroline Pidgeon](#)

Many young people and parents would welcome clarification concerning the proposed '2 mile rule', if the under 18s free travel is scrapped due to an imposed policy by central Government. Can you confirm the two miles will be measured by 'safe walking route' and not 'as the crow flies'? Could you also explain what calculation will be used to determine what is the shortest safe walking route from a child's home to their school? Can you further confirm that, until a safe walking/cycling crossing has been constructed, Hammersmith Bridge will not be considered a possible walking route under these new rules?

Answer for Two-mile rule for free school travel[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

TfL staff providing sighted guided assistance for people with a sight loss**Question No: 2020/3254**[Caroline Pidgeon](#)

While recognising that TfL is changing their policy later this month, please state why TfL withdrew the provision of providing sighted guiding assistance for people with sight loss at the outset of the Covid pandemic, which was a totally different approach to train operators across the UK who introduced an operational policy that enabled staff to continue to provide sighted guiding assistance from the start of the pandemic in a safe way for both passengers and staff.

Answer for TfL staff providing sighted guided assistance for people with a sight loss[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Publication of information on the TfL website (1)**Question No: 2020/3255**[Caroline Pidgeon](#)

For many years TfL regularly published weekly passenger numbers on its website for the use of the cable car, however at present the most recent published figures by TfL are for the week ending 13 June 2020 and show 3341 people using it in the previous seven days. Will you ensure that TfL continues to publish this information on a regular basis. Please provide the latest weekly figures.

Answer for Publication of information on the TfL website (1)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Publication of information on the TfL website (2)**Question No: 2020/3256**[Caroline Pidgeon](#)

TfL's website on the page 'Underground services performance' currently only publishes performance figures for Period 9 - 2019/20 (from 10 November to 7 December 2019). Will you ensure that TfL provides up to date information on its website?

Answer for Publication of information on the TfL website (2)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Thames cable car**Question No: 2020/3257**[Caroline Pidgeon](#)

The previous Mayor announced on the 7 October 2011 a ten-year sponsorship deal for the Thames cable car. Since the commencement of the cable car passenger numbers have been dismal after its temporary popularity during the 2012 Olympic and Paralympic Games. Ahead of the renewal of any sponsorship deal will you make a commitment to a totally different ticket pricing policy which actually encourages people to use it on a regular basis,

such as charging regular users no more than a bus fare. Do you further accept that running the cable car as a form of public transport and not a tourist attraction is the only way to ensure a reasonable number of people regularly use the cable car?

Answer for Thames cable car[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Possible correlation between Covid cases and the London Underground**Question No: 2020/3258**[Caroline Pidgeon](#)

Recent mapping of Covid cases in London shows an overlap with London Underground lines. While recognising there might be many reasons for explaining the overlap, is any investigation being undertaken into whether Tube journeys and changes at Tube stations might be a contributory factor to the number of Covid cases in specific boroughs?

Possible correlation between Covid cases and the London Underground[The Mayor](#)

Last updated: 19 October, 2020

Research is being undertaken by a number of different universities into possible transmission of coronavirus and presence of coronavirus on public transport. I am not aware of research looking into whether Tube journeys and changes at Tube stations are a contributory factor to the number of coronavirus cases in specific boroughs. As you acknowledge, the number of cases in a borough is influenced by a number of different factors, such as levels of deprivation and population demographics.

Transport for London has commissioned Imperial College London to carry out air and surface sampling on a 'passenger journey' using the Tube and bus. The first sampling took place on 23 September and no coronavirus was detected.

TfL contract for extension of the Ultra Low Emission Zone**Question No: 2020/3259**[Caroline Pidgeon](#)

While accepting the need for some redactions, will you publish the contract with Capita for the enforcement of the extension of the Ultra Low Emission Zone?

Answer for TfL contract for extension of the Ultra Low Emission Zone[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

London bridges and tunnels**Question No: 2020/3260**[Caroline Pidgeon](#)

Are you content with the overall inspection, monitoring, collection of information and long-term investment plans for all of the bridges and tunnels that cross the Thames in the Greater London Authority area? Is sufficient information about the state of all these crossings being published and made accessible to the public?

Answer for London bridges and tunnels[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Use of electric scooters in dedicated cycle lanes**Question No: 2020/3261**[Caroline Pidgeon](#)

Electric scooters are currently not legally permitted in dedicated cycle lanes. What steps are being taken to address what many people would consider a legal anomaly? Should ending this anomaly be a far higher priority than trials to allow electric scooters to be used on roads?

Answer for Use of electric scooters in dedicated cycle lanes[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Bakerloo Line extension**Question No: 2020/3262**[Caroline Pidgeon](#)

TfL's website provided an update on 7 April 2020 relating to the latest consultation on the extension of the Bakerloo Line stating "We recently consulted on our proposals to extend the Bakerloo line beyond Elephant & Castle to Lewisham, serving Old Kent Road and New Cross Gate. We also sought to understand the level of support for a further extension beyond Lewisham to Hayes and Beckenham Junction. Thank you to all those who took part. We are considering all the consultation responses we received. We will publish our analysis of the consultation and our response to issues raised later this year."

When will this analysis be published?

Bakerloo Line extension[The Mayor](#)

Last updated: 19 October, 2020

Transport for London will publish the Consultation Report and Response to Issues Raised Report from its autumn 2019 Public Consultation on the proposed Bakerloo line extension by the end of the year.

Noise camera technology**Question No: 2020/3263**[Caroline Pidgeon](#)

Does TfL have any plans to implement noise camera technology on sections of TfL controlled roads where noise complaints from traffic are a regular occurrence?

Answer for Noise camera technology[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Pedestrian fatalities**Question No: 2020/3264**[Caroline Pidgeon](#)

The most recent published statistics show that in 2019 there were 68 people killed while walking on London's roads, up from 57 in 2018. What assurances can be given that these statistics will be turned around in 2020 and subsequent years?

Answer for Pedestrian fatalities[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Balham Park Road**Question No: 2020/3265**[Caroline Pidgeon](#)

I have recently been contacted by a blind resident who highlights that Balham Park Road was recently made one way, leading onto Balham High Road. My constituent crosses at this junction frequently on the tactile crossing and despite the one-way system cars are continuing to breach this restriction. What steps are TfL taking to address this safety issue? Will cameras be considered to challenge dangerous driving in this location?

Answer for Balham Park Road[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Crossrail train drivers**Question No: 2020/3266**[Caroline Pidgeon](#)

Further to your reply to question 2020/2580 which stated that 140 drivers are “available” for supporting Dynamic Testing of the new Central Operating Section, please provide statistics of the level of actual work activity carried out by these 140 drivers.

Answer for Crossrail train drivers[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Royal British Legion Poppy Appeal 2020**Question No: 2020/3267**[Caroline Pidgeon](#)

With the reduction in the number of sellers able to assist with this year’s Poppy Appeal and with the number of passengers travelling through train and London Underground stations significantly lower than in previous years, there are real challenges facing the 2020 Poppy Appeal. What steps are you taking to assist this year’s appeal by the Royal British Legion? Will you also consider the installation of a contactless donation point at City Hall, similar to the TAP London contactless payment scheme to help London’s homeless charities?

Answer for Royal British Legion Poppy Appeal 2020[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Dean Street ticket hall at Crossrail Tottenham Court Road station**Question No: 2020/3268**[Caroline Pidgeon](#)

I understand that during inspections prior to hand back of the site from Laing O’Rourke to the developer Galliard, a number of water leaks were identified in the station roof slab. Please state (a) what were the reasons why the remedial repairs had not been successful, and (b) the full cost of implementing the decision to remove all the existing waterproofing

membrane and reinstating a completely new membrane and protective slab. Please confirm if it is Crossrail or the contractor who will foot the bill for these works.

Answer for Dean Street ticket hall at Crossrail Tottenham Court Road station

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Use of non-disclosure agreements by Crossrail (1)

Question No: 2020/3269

[Caroline Pidgeon](#)

In answer to question 2018/3002 asking whether you publicly support Crossrail adopting a policy of refraining from the adoption of non-disclosure agreements for staff who leave the organisation you stated that TfL's HR team have been in touch with Crossrail's team to ask that clauses in their Settlement Agreements fit with this principle. Please provide an update as to whether this request was met and from what date was the policy implemented.

Answer for Use of non-disclosure agreements by Crossrail (1)

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Use of non-disclosure agreements by Crossrail (2)

Question No: 2020/3270

[Caroline Pidgeon](#)

In reaching compensation settlements with companies or organisations that have been adversely affected by Crossrail construction works does Crossrail or any of its contractors ever use non-disclosure agreements as part of Settlement Agreements? If non-disclosure agreements have been used in such circumstances please state how many were made in each of the last three years. Do you support such non-disclosure agreements?

Answer for Use of non-disclosure agreements by Crossrail (2)

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Ending cash payments at London Underground stations (1)**Question No: 2020/3271**[Caroline Pidgeon](#)

Including children, what is TfL's estimate of the proportion of the London Underground travelling public that do not have access to a bank account?

Answer for Ending cash payments at London Underground stations (1)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Ending cash payments at London Underground stations (2)**Question No: 2020/3272**[Caroline Pidgeon](#)

I understand that when London Underground passengers have problems with contactless cards (error code 80 on the gate) or Oyster cards (error codes 35 or 36) station staff are able to charge the customer for their journey through cash payments. As the removal of cash payments will remove this option what is the estimated lost revenue that removing cash payments from all London Underground will lead to?

Answer for Ending cash payments at London Underground stations (2)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Ending cash payments at London Underground stations (3)**Question No: 2020/3273**[Caroline Pidgeon](#)

One justification for the removal of cash payments at London Underground stations is the existence of ticket stops. A constituent has contacted me and raises this issue: "Whilst ticket stops are great if you're caught short and need to top up quickly on the move with cash, they are not a replacement for London Underground ticket machines. Firstly the opening hours are heavily reduced. Not all ticket stops are open or opened the advertised hours. You're also not able to buy discounted tickets or top up less than £1.50 where as minimum top up is 10p on London Underground ticket machine." Please could you respond to these specific concerns.

Answer for Ending cash payments at London Underground stations (3)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Ending of cash payments at London Underground stations (4)**Question No: 2020/3274**[Caroline Pidgeon](#)

I understand that fare evasion has increased since the ending of cash payments at some London Underground stations. What is the estimated lost revenue to TfL as a result of this and what plans do you have to address this if cashless stations become permanent in the future?

Answer for Ending of cash payments at London Underground stations (4)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Revising Bus Safety Performance Index to include indicator and weighting for Successful Covid19 Risk Reduction Actions**Question No: 2020/3275**[Caroline Pidgeon](#)

Following Question 2019/20678 for the period starting 1 March 2020, will TfL revise the "baskets of indicators" in its Bus Safety Performance Index to include an indicator and weighting for "Successful Covid19 Risk Reduction Actions"?

Answer for Revising Bus Safety Performance Index to include indicator and weighting for Successful Covid19 Risk Reduction Actions[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Internal Audits of Outside Contractors' Safety Management Systems**Question No: 2020/3276**[Caroline Pidgeon](#)

Following Questions 2020/0023 and 2020/0352, please provide the internal audit reference numbers, titles, dates and conclusions of all TfL internal audits of any aspect of an outside contractor's safety management system published by the Audit & Assurance Committee since 2012.

Answer for Internal Audits of Outside Contractors' Safety Management Systems[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Answer for Internal Audits of Outside Contractors' Safety Management Systems

Benchmarking pedestrian deaths from TfL bus collisions**Question No: 2020/3277**[Caroline Pidgeon](#)

TfL's recently released "Casualties in Greater London" data reveals that TfL bus collisions accounted for nearly 10 percent of all pedestrian deaths in 2019. Will you request Imperial College's International Bus Benchmarking Group to show how London's 2019 figure compares with its World City peers?

Answer for Benchmarking pedestrian deaths from TfL bus collisions[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Public Perceptions Police (1)**Question No: 2020/3278**[Caroline Pidgeon](#)

Figures show that confidence in the police in London is at 58%, its lowest recorded level since at least 2015. How are you working with the Met to improve confidence in the police, which is essential to ensuring the safety of Londoners and improving wider community cohesion across the capital?

Public Perceptions Police (1)[The Mayor](#)

Last updated: 20 October, 2020

The woodland creation in Enfield responds to the climate and ecological emergencies. Creating 60 hectares of new woodland across Enfield Chase will provide much needed space for people and wildlife, whilst also providing natural flood management, carbon storage and improving air quality. The Covid crisis has also highlighted the importance of accessible, green spaces to Londoners' health and well-being.

Whilst I have provided some funding for this project, Enfield Council is the landowner and project lead. The Council have been negotiating with the tenant farmers, who lease the land, to enable plots to be released for tree planting, They have negotiated arrangements with each of the farmers which reflect the different circumstances and types of tenancy agreement. They have also undertaken wider consultation to ensure they consider the needs of the whole community.

As the project will also be funded through by the Forestry Commission, I understand the detailed design of the woodlands is still ongoing to ensure the project is supported by all the community it serves.

Answer for Public Perceptions Police (1)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Public Perceptions Police (2)**Question No: 2020/3279**[Caroline Pidgeon](#)

According to MOPAC's own data, the percentage of people who know how to contact their local ward police officer has fallen significantly, from 41% in December 2014 to just 16% in June of this year. Do you agree that this is deeply concerning, and how are you working with the Met to address this?

Answer for Public Perceptions Police (2)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Public Perceptions Police (3)**Question No: 2020/3280**[Caroline Pidgeon](#)

MOPAC data shows that in December 2014 49% of individuals felt well informed about police activities in their area over the last 12-months, compared to just 38% in June of this year. How are you working with the Met to address this worrying trend?

Answer for Public Perceptions Police (3)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

MOPAC Data on Public Perceptions Police**Question No: 2020/3281**[Caroline Pidgeon](#)

Please confirm whether the data MOPAC collects on public perceptions of the police in London is broken down by i) race, and ii) gender? If it is not will you commit to collecting this data moving forward?

MOPAC Data on Public Perceptions Police[The Mayor](#)

Last updated: 19 October, 2020

The MOPAC Public Attitude Survey data on public perceptions of the police in London can be broken down by both ethnicity and gender. The key results of the survey, including demographic breakdowns, are published on the Public Voice Dashboard, which can be found via the following link: <https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/data-and-statistics/public-voice-dashboard>.

The “Perceptions Demographics” tab shows breakdowns by various demographics, including gender and ethnicity. The dashboard is updated quarterly.

Increase in Certain Types of Domestic Abuse

Question No: 2020/3282

[Caroline Pidgeon](#)

A recent report by academics at the Centre for Economic Performance, in collaboration with the Met, found that while domestic abuse by ex-partners fell by 9.4%, abuse by current partners and family members increased significantly – by 8.5% and 16.4% respectively, since the beginning of lockdown in March. How are you targeting programmes and workstreams to tackle those specific types of domestic abuse where we are seeing a significant increase in cases?

Answer for Increase in Certain Types of Domestic Abuse

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Anti-Social Behaviour – Richmond and Kingston

Question No: 2020/3283

[Caroline Pidgeon](#)

With areas like Richmond and Kingston seeing a significant rise in anti-social behaviour in recent months, including increased drug-related activity, how are you working with the Met to tackle this and also, importantly, ensure people in these areas, many of whom are families, feel safe?

Anti-Social Behaviour – Richmond and Kingston

[The Mayor](#)

Last updated: 19 October, 2020

As with other areas in London, Richmond and Kingston have seen a rise in anti-social behaviour (ASB) in recent months. Factors that have contributed to the rise include the relaxation of lockdown, the change in licensing regulations, and the closure of nightclubs. The MPS has also experienced more telephone calls from the public worried about Covid.

In Richmond and Kingston ASB is typically groups gathering in public areas and using alcohol and nitrous oxide, however, other drug use has not increased significantly.

The MPS have increased police and Local Authority patrols, relocated CCTV, engaged with licensed premises, and used dispersal orders and Public Space Protection Orders to tackle the problem. The MPS also continues to work with local councillors and SNB chairs to understand community concerns and put in place long-term problems solving approaches to local problems.

MOPAC Monitoring and Oversight of Live Facial Recognition Technology

Question No: 2020/3284

[Caroline Pidgeon](#)

The London Policing Ethics Panel (LPEP) Live Facial Recognition Report condition 5 recommended that “the Met and MOPAC develop robust governance and oversight arrangements that balance the technological benefits of LFR with their potential intrusiveness.” Please outline the details and progress MOPAC is making on the monitoring and oversight of the Met’s use of live facial recognition technology since it began being used as an operational policing tool in January of this year?

MOPAC Monitoring and Oversight of Live Facial Recognition Technology

[The Mayor](#)

Last updated: 19 October, 2020

Both I and my Deputy Mayor for Policing and Crime discuss the use of police tactics, which includes the use of LFR, at their bilateral meetings with the Commissioner. Due to the Covid-19 pandemic the Met has not been deploying the LFR technology operationally. This means that currently there is not a sufficient evidence base to undertake a meaningful review of its use at this time. The Met review and publish the results of all deployments on its website. The Met will publish the results of future deployments as and when they recommence.

Preparations for Potential Rise in Human-Trafficking

Question No: 2020/3285

[Caroline Pidgeon](#)

Leading figures, including Unseen UK Chief Executive Andrew Wallis, are warning of a potential further increase in human trafficking into the UK as a result of the post-Covid economic slump. What additional work and preparations are being undertaken in the area of human trafficking and modern slavery in partnership with the Met and others in advance of this anticipated increase in cases?

Preparations for Potential Rise in Human-Trafficking

[The Mayor](#)

Last updated: 19 October, 2020

The London Modern Slavery Partnership Board convened in September 2020 to explore the issue of lack of data collection at a pan London level and how best this data can be

collected to ensure that resources are allocated according to need. I have also provided an additional grant of £10,000 to Unseen UK, to ensure that its Modern Slavery Helpline can continue to operate to help victims of modern slavery receive the support they need. Lastly, MOPAC is engaging with two charities to ensure that information on victim support services are readily available and translated into various languages.

Buildings with Dangerous Cladding in London

Question No: 2020/3286

[Caroline Pidgeon](#)

Please provide a list of all residential buildings in London with dangerous types of cladding, broken down by i) the type of cladding, ii) those over and below 18 metres tall, and iii) by borough.

Buildings with Dangerous Cladding in London

[The Mayor](#)

Last updated: 20 October, 2020

The GLA only holds information on buildings applying to one of the three cladding remediation funds. Releasing a list of the residential buildings in London with unsafe cladding from the Private and Social ACM Cladding Remediation Funds and the Building Safety Fund would compromise the anonymity of these buildings and therefore put residents at risk.

Fire Safety Concerns

Question No: 2020/3287

[Caroline Pidgeon](#)

I am aware that you are backing the #EndOurCladdingScandal campaign for leaseholders with properties in buildings with dangerous cladding and/or serious fire safety defects. What work have you been doing, in addition to supporting the campaign, to i) push the government to reform/speed up the EWS1 process, and ii) to encourage Government to provide sufficient funding to cover the cost of replacing all dangerous cladding, so that it does not fall to leaseholders?

Fire Safety Concerns

[The Mayor](#)

Last updated: 19 October, 2020

I am very concerned about the impact the cladding scandal is having on thousands of London's leaseholders, and the very great toll it is taking on the mental health of those affected.

In September of this year, I wrote to the Secretary of State for Housing, Communities and Local Government raising my concerns about the External Wall System process and the impact it is having on leaseholders. In this letter I set out five areas the Government must address in order to end this crisis. I have always been clear that it is completely

unacceptable for thousands of leaseholders lives to be put on hold while waiting for an EWS1 form confirming their block complies with the Government guidance. I have also been consistently clear that the scale and scope of the Building Safety Fund must be expanded in order to protect leaseholders from the cost of cladding remediation. You can read my letter here:

https://www.london.gov.uk/sites/default/files/rt_hon_robert_jenrick_mp_21_09_20.pdf

Fire Safety and London's Housing Associations (1)

Question No: 2020/3288

[Caroline Pidgeon](#)

I very much welcome investment in affordable housing in the capital, but do you share my concern that some housing associations which still have a significant number of properties in the capital with dangerous cladding on are due to receive millions of pounds of investment for new affordable homes, while thousands of individuals across London remain trapped in their own affordable homes due to delays and complications in obtaining an EWS1 form and/or having the necessary remediation works completed?

Fire Safety and London's Housing Associations (1)

[The Mayor](#)

Last updated: 19 October, 2020

I have repeatedly called on the Government to take more concerted action to address building safety and resolve the EWS1 situation. I wrote to the Government in September to set out five key steps to support leaseholders who cannot sell, buy or remortgage their home. This requires a long-term funding solution for building remediation which protects leaseholders from costs. This is crucial for housing associations given they do not have full access to the Building Safety Fund. Despite the challenges of building safety, I remain committed to funding affordable homes in London to ensure we are doing everything possible to tackle the housing crisis.

Fire Safety and London's Housing Associations (2)

Question No: 2020/3289

[Caroline Pidgeon](#)

Have you considered any further support you could give as Mayor to housing associations in London that still have buildings with flammable and dangerous cladding? With Government support being too slow and inconsistent, please outline further measures you are looking to take to support these housing associations in not only getting swift and sufficient fire safety assessments, but also ensuring they can carry out swift remedial works without any cost to the leaseholders?

Fire Safety and London's Housing Associations (2)[The Mayor](#)

Last updated: 19 October, 2020

Those buildings owned by housing associations that are receiving funding from the Social Sector ACM Cladding Remediation Fund have the full support of my team who work diligently with building owners to progress funding applications at pace. My team is also in regular contact with social housing providers to understand the impact the building safety crisis is having.

My Deputy Mayor for Housing and Residential Development wrote to the Minister for Building Safety in the summer to object to the treatment of social landlords under the Building Safety Fund. I have also highlighted to the Government industry-wide issues that are impeding remediation work and the impact these delays have on leaseholders.

GLA Funded Properties with Dangerous Cladding**Question No: 2020/3290**[Caroline Pidgeon](#)

Please provide a list of buildings funded or part-funded by the GLA over the last 10 years that have subsequently been identified as having dangerous cladding, and outline what steps you are taking to i) support leaseholders in these properties to ensure they face no financial burden, and ii) ensure the dangerous cladding on these properties is replaced swiftly.

GLA Funded Properties with Dangerous Cladding[The Mayor](#)

Last updated: 19 October, 2020

Releasing a list of the residential buildings in London with unsafe types of cladding may compromise the anonymity of unsafe clad buildings and put residents at risk.

It is the Responsible Entity's duty to undertake safety checks of external walls and ensure the building is remediated if required. As a funder, the GLA is not the Responsible Entity and therefore does not hold the information you are requesting.

Support for the Poetry Project**Question No: 2020/3291**[Caroline Pidgeon](#)

The Poetry Project has previously worked with the London Underground (<https://www.mylondon.news/news/zone-1-news/meet-man-behind-tube-poetry-16558939>) and in cities across the world to spread messages of hope and positivity. Will you join me in supporting the excellent work of the Poetry Project, and commit to considering where else, you as Mayor, may be able to work with the project to spread positive messages to Londoners in such difficult times?

Answer for Support for the Poetry Project[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Mayoral Decision Publication Date Transparency**Question No: 2020/3292**[Caroline Pidgeon](#)

In answer to MQ/2020/0396 in February you said that you would explore the possibility that when Mayoral Decisions are published they are not simply back dated to the date that the decision was made, but that the date of publication is also made clear. Can you please provide an update on work relating to this?

Mayoral Decision Publication Date Transparency[The Mayor](#)

Last updated: 19 October, 2020

Adding this feature to the decisions database requires web development work. The work has been scoped and quoted for and will be underway shortly.

A list of all GLA decisions published in the preceding period is provided to the Assembly, together with my report, ahead of each Mayor's Question Time.

London Power financial risks**Question No: 2020/3295**[Caroline Russell](#)

Following the collapse of Robin Hood energy in Nottingham and subsequent issues with Angelic Energy in Islington, are you conducting any new business, financial viability or risk assessments on London Power? If so, when will they be published?

London Power financial risks[The Mayor](#)

Last updated: 19 October, 2020

London Power has a very different model to those companies. I decided to partner with an existing company rather than set up a new energy supply company from scratch. I chose this approach because I believed it would be less risky, less costly and faster.

London Power's partner, Octopus Energy, are a financially robust and growing company, and passed the financial stability tests in our procurement, as well as providing a monthly confirmation of their financial robustness.

We are not conducting any additional risk assessments on London Power, as I am confident that we already have robust governance processes in place which already reviews risks regularly.

GLA loan to London Power**Question No: 2020/3296**[Caroline Russell](#)

MD2645 refers to a loan of £1.1 million from the GLA to London Power Co. Limited. Why was this sum required as a loan and not included in the original budget?

GLA loan to London Power[The Mayor](#)

Last updated: 19 October, 2020

MD 2187, MD 2319 and MD 2405 approved expenditure of up to £2.3m for the procurement, set-up and early marketing of London Power. Following a review of transactions and advice from the Chief Accountant and GLA's external auditor, it was determined that some of these set-up and marketing costs, which had been budgeted for and expensed within the GLA, should instead be borne by London Power Co. Limited as they are directly attributable to the operation of the company.

As such, £1.1m of set-up and marketing costs, which were originally budgeted for within the GLA, will be transferred to London Power Co. To finance this I have approved a loan of £1.1m from the GLA to London Power Co.

There is no additional budget requirement, this is simply a transfer of the original budget between the GLA and its subsidiary, London Power Co.

Use of renewables by Transport for London (2)**Question No: 2020/3297**[Caroline Russell](#)

Thank you for your answer to my question 2019/19662 on the use of renewable energy by Transport for London (TfL). On 30 September 2020, the TfL Finance Committee discussed risks relating to Power Purchase Agreements. It was highlighted that accounting assessments will limit the renewable energy it is possible to purchase. What steps are you taking, given that TfL is the single largest user of electricity in London, to ensure that accounting rules don't stand in the way of a rapid transition to zero carbon energy?

Answer for Use of renewables by Transport for London (2)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Solar potential on the Transport for London estate (2)**Question No: 2020/3298**[Caroline Russell](#)

Thank you for your answer to my question 2020/1003 on the solar potential of the Transport for London (TfL) estate. I understand from the list of paused projects in the TfL Board meeting of 29 July 2020 that the original plans for solar roof installation are “paused in favour of development of larger strategic solar installations to be funded using third party investment.” Could you explain the current plans for solar installations on the TfL estate, from where you will find third party investment and confirm when you will publish a report on the solar potential of the TfL estate?

Answer for Solar potential on the Transport for London estate (2)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Reducing ozone pollution in London (2)**Question No: 2020/3299**[Caroline Russell](#)

Thank you for your answer to my question 2020/2607. What is your estimate for the number of premature deaths in Greater London during the air pollution episodes that occurred during August and September this year that were attributable to short-term exposure to (a) ozone and (b) particulate (PM2.5 and PM10)?

Reducing ozone pollution in London (2)[The Mayor](#)

Last updated: 19 October, 2020

There has not been a study evaluation of the impact of these episodes. However, a recent study by King’s College London found higher air pollution days in London are responsible for 87 ‘out-of hospital’ cardiac arrests, and 251 children or adults being hospitalised for asthma or strokes per year. Many other Londoners will be affected by high pollution levels and experience breathlessness and have to use inhalers more.

We also know the effects of long-term exposure on mortality are greater than the effects of short-term exposure, which is why the most effective approach to reducing the health impacts of air pollution in London will be using systemic air pollution reduction policies such as the Ultra Low Emission Zone.

You can read the report by King’s College London here:

<http://erg.ic.ac.uk/Research/home/projects/personalised-health-impacts.html>

Expansion of the Breathe London network

Question No: 2020/3300

[Caroline Russell](#)

On 22 September 2020 you announced an expansion of the Breathe London network with 30 new sensors to monitor air pollution at 18 schools where school streets have now been introduced. Given the current interest in the impact of Low Traffic Neighbourhoods and pop-up bike lanes on air pollution, will you also install Breathe London monitors to show any changes in local pollution from these schemes?

Expansion of the Breathe London network

[The Mayor](#)

Last updated: 19 October, 2020

Last month I announced a new study which will capture the air quality benefits of School Streets being introduced as part of my Streetspace for London programme.

The 18 participating schools were selected by the expert team at Air Quality Consultants, who are delivering the project. Half of these schools have introduced Schools Streets and half have not and will act as the “control” data. This was necessary as the speed at which the schemes have been rolled out meant that it was not possible to collect baseline data.

My officers raised the possibility of monitoring at other Streetspace interventions but were advised the lack of baseline data or viable “control” data would make evaluation at these other schemes extremely challenging. Schools Streets are only installed a few hours of the day, which will allow the period with and without the scheme in place to be compared. This would not be possible for a Low Traffic Neighbourhood or pop-up bike lane.

Changes in London road traffic since March 2020

Question No: 2020/3301

[Caroline Russell](#)

Residents across London are raising concerns about increases in road traffic since March 2020. In some cases, new traffic patterns appear to be emerging as people are using cars instead of public transport. What research and data do you have on changes to traffic in London since March and when do you expect to publish it?

Answer for Changes in London road traffic since March 2020

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Transport modal share in London after coronavirus**Question No: 2020/3302**[Caroline Russell](#)

What is the Transport for London (TfL) estimate for the current split of journeys by mode of transport in inner and outer London?

Answer for Transport modal share in London after coronavirus[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Transparency on the cost of Silvertown Road Tunnel (1)**Question No: 2020/3303**[Caroline Russell](#)

The true cost of the Silvertown Road Tunnel has been revealed as at least £2 billion. This cost was only possible to calculate due to a small note in the Transport for London (TfL) accounts revealing a £65 million annual cost from 2025 over 25 years. Are you satisfied that this is a clear and transparent way to inform Londoners of the true cost of major infrastructure?

Answer for Transparency on the cost of Silvertown Road Tunnel (1)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Transparency on the cost of Silvertown Road Tunnel (2)**Question No: 2020/3304**[Caroline Russell](#)

According to the annual accounts for 2019–20 for Transport for London (TfL), the Silvertown Road Tunnel contract will cost £65 million per year for 25 years. Now that the contract is signed and there is no risk to confidentiality, will you share TfL's internal estimated cost for the contract for Silvertown Road Tunnel by year since the project plan began, and with brief notes explaining the increases? If this is a range, could you state the lower and upper bounds?

Answer for Transparency on the cost of Silvertown Road Tunnel (2)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Transport Commissioner's engagements supporting active travel**Question No: 2020/3305**[Caroline Russell](#)

The new Transport Commissioner for London, Andy Byford, has had several engagements across the transport network since his appointment. Has he visited any walking or cycling schemes, and if so please name them?

Answer for Transport Commissioner's engagements supporting active travel[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Information for planning accessible journeys on London transport**Question No: 2020/3306**[Caroline Russell](#)

On 9 September 2020, the @TfLAccess twitter account informed followers that it was closing and people should follow the main Transport for London (TfL) twitter account instead or use the TfL website and apps. Many disabled people depend on this account to supply information on lift status and other issues affecting accessible journeys. Could you outline your plan for providing live information for accessible journeys in future?

Information for planning accessible journeys on London transport[The Mayor](#)

Last updated: 19 October, 2020

Transport for London (TfL) is committed to providing timely and useful real time travel information for disabled customers. The @TfLAccess feed is not live travel information and will not always have the most up to date information. Instead, customers with a disability are encouraged to use the TfL Journey Planner and station updates on tfl.gov.uk.

Over the next couple of months TfL will be updating many of its real time channels including providing more accessibility information on its new app, TfL Go, new data updates to the external data feed for developers and updates to its TravelBot.

TfL has paused the closing of the @TfLAccess feed until this new data is available and TfL Go is available on Android. TfL will then help customers understand how to use these new tools with 'how to' guides and videos. Customers can still use the main TfL Twitter feed to ask questions and for a wide range of customer service.

Support for visually impaired passengers whilst observing social distancing

Question No: 2020/3307

[Caroline Russell](#)

A visually impaired constituent has complained publicly that they were not given adequate support at a London Underground station, where staff told them to take a taxi rather than providing assistance to reach the platform. How does Transport for London (TfL) ensure that staff provide the right support for those with a visual impairment who need assistance while observing social distancing?

Answer for Support for visually impaired passengers whilst observing social distancing

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Impacts on London traffic from changes to lorry access in Kent

Question No: 2020/3308

[Caroline Russell](#)

What representations did you or Transport for London (TfL) make in the consultation on proposed legislative amendments on enforcing Operation Brock in August 2020, and what is your estimate of the likely impact on traffic in London of the Kent Access Permit?

Impacts on London traffic from changes to lorry access in Kent

[The Mayor](#)

Last updated: 19 October, 2020

Transport for London (TfL) did not engage with the recent consultation regarding Enforcing Operation Brock Plans in 2021. This is because, since early 2019, TfL has been fully engaged with the Department for Transport, Highways England, Kent County Council, Kent Police and other County Councils in the development of coordinated operational plans for the management of any traffic impacts that may result from a no deal Brexit, and the implementation of Operation Brock.

The Kent Access Permit will be implemented within Kent, outside of the Greater London Area boundary, and freight vehicles will be stopped for document checks at designated locations that are away from the key access routes from and to London. HGVs will be temporarily held at Manston (Kent) and at designated locations outside of London and away from the Greater London boundary. The vehicle stops are therefore unlikely to directly impact traffic in London.

However, operations of this magnitude can sometimes have an impact on London's roads. TfL therefore has a suite of contingency plans ready to deal effectively with this.

Protecting drivers from coronavirus on London buses**Question No: 2020/3309**[Caroline Russell](#)

On 29 May 2020, Transport for London (TfL) said that studies on London buses found: “a film layer to screens and sealing off gaps around the screen as a whole, including around the Oyster reader – substantially reduces the risk to drivers of contracting coronavirus from customers.” Can you now confirm that every bus, currently operational in London, has sealed screens in place?

Protecting drivers from coronavirus on London buses[The Mayor](#)

Last updated: 19 October, 2020

All buses operated on behalf of Transport for London, including those recently added to the fleet to help provide additional capacity for school journeys, have coronavirus Safe screens in place. The screens are also included in routine vehicle checks to ensure they remain fit for purpose.

Preparing London transport for a potential second wave of coronavirus**Question No: 2020/3310**[Caroline Russell](#)

How are you preparing London’s transport system and its workers for the second wave of coronavirus, and the usual seasonal increases in public transport usage seen in London in winter?

Answer for Preparing London transport for a potential second wave of coronavirus[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Meanwhile and temporary use of home and business sites at Earls Court (2)**Question No: 2020/3311**[Caroline Russell](#)

Last year in response to my question 2019/12028 you informed me that you asked Transport for London (TfL) “to investigate how the empty properties at Earls Court could be brought into use if there is any further delay in the start of large-scale development.” What is the outcome of this investigation, and when do you expect the buildings to be occupied?

Answer for Meanwhile and temporary use of home and business sites at Earls Court (2)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Interviews by Earls Court Development Company**Question No: 2020/3312**[Caroline Russell](#)

Earls Court Development Company, which is the delivery vehicle for the Earls Court Masterplan, has been interviewing key stakeholders. Which GLA officers have participated in this information gathering process?

Interviews by Earls Court Development Company[The Mayor](#)

Last updated: 19 October, 2020

The GLA officers who were interviewed as part of this process are Nick Taylor (Housing and Land) Louise Duggan (Regeneration- Good Growth) and Allison Flight (Planning – Good Growth).

Transport for London (TfL) railway arch lettings (1)**Question No: 2020/3313**[Caroline Russell](#)

How do you ensure that lettings of railway arches carried out on behalf of Transport for London (TfL) by sub-contractors are conducted in a fair, transparent and accountable way? Could you share any lettings policy or quality assurance documents?

Answer for Transport for London (TfL) railway arch lettings (1)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Transport for London (TfL) railway arch lettings (2)**Question No: 2020/3314**[Caroline Russell](#)

Do you allow financial incentives in contracts with Transport for London (TfL) Lettings Management subcontractors or the TfL internal lettings team, and if so, how do you protect the interests of small and micro business tenants and the retention of a diversity of business types?

Answer for Transport for London (TfL) railway arch lettings (2)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Transport for London (TfL) railway arch lettings (3)**Question No: 2020/3315**[Caroline Russell](#)

What oversight procedures does Transport for London (TfL) have over external letting agents who manage some railway arches and prospective tenants?

Answer for Transport for London (TfL) railway arch lettings (3)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

London's small businesses in railway arches (2)**Question No: 2020/3316**[Caroline Russell](#)

Thank you for your answer to my question 2020/0435. When do you expect to publish your Small Business Policy, setting out its wider approach to small and micro businesses, including specific measures of social value?"

Answer for London's small businesses in railway arches (2)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Material provided by the Metropolitan Police Service to schools on the rights of young people in relation to stop and search**Question No: 2020/3317**[Siân Berry](#)

Following up on a request made at the London Assembly Police and Crime Committee on 29 November 2018, could you provide copies of all materials that the Metropolitan Police Service (MPS) provides to schools to educate young people about their rights in relation to stop and search carried out under section 60 of the Criminal Justice and Public Order Act 1994?

Answer for Material provided by the Metropolitan Police Service to schools on the rights of young people in relation to stop and search[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Complaints received by the Metropolitan Police Service regarding stop and search (1)**Question No: 2020/3318**[Siân Berry](#)

Following up on a request for information made during the London Assembly Police and Crime Committee on 6 February 2019, could you provide data on the total number of complaints that have been received by the Metropolitan Police Service (either directly or via the IOPC) against police officers in respect of treatment during stop and search during each of the past five years? Could you include the same data for the number of such complaints which have been withdrawn after complainants have reviewed body worn video footage?

Answer for Complaints received by the Metropolitan Police Service regarding stop and search (1)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Complaints received by the Metropolitan Police Service regarding stop and search (2)**Question No: 2020/3319**[Siân Berry](#)

Following up on a request for information made during the London Assembly Police and Crime Committee on 6 February 2019, could you provide summary data on the outcomes of complaints against police officers in respect of treatment during stop and search during each of the past five years, broken down by whether body worn video was available to inform the complaint proceedings?

Answer for Complaints received by the Metropolitan Police Service regarding stop and search (2)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Data on domestic homicides**Question No: 2020/3320**[Siân Berry](#)

Following up on a request for information made during the London Assembly Police and Crime Committee on 6 March 2019, could you provide up to date figures for domestic homicides, including the past three years, for London, along with an explanation of any changes in the classifications in relation to the figures?

Data on domestic homicides[The Mayor](#)

Last updated: 19 October, 2020

Domestic abuse homicide figures are published and updated on a monthly basis through the MPS Hate Crime and Special Crime Dashboard, which can be found here:

<https://www.met.police.uk/sd/stats-and-data/met/hate-crime-dashboard/>

Materials provided by the Metropolitan Police Service to schools to raise awareness of hate crime**Question No: 2020/3321**[Siân Berry](#)

Following up on a request made in the London Assembly Police and Crime Committee on 14 May 2019, could you provide examples of the materials and guidance provided by the Metropolitan Police Service (MPS) to schools to raise awareness of hate crime?

Materials provided by the Metropolitan Police Service to schools to raise awareness of hate crime[The Mayor](#)

Last updated: 19 October, 2020

The MPS delivers key messaging on hate crime in schools, including awareness raising on what hate crime is and how to report it. Officers are guided to <https://www.stophateuk.org/> which provides free resources. Officers also refer people to CATCH – Communities against Hate – a group of charities working to stop hate crime and offering victims services,

The Met also works with VotesforSchools which creates resources for debates on topical issues, including hate crime. VotesforSchools provides classroom materials to help teachers hold engaging, informative debates tackling topical and tough – but critical – topics.

Metropolitan Police Service and the private sector facial recognition technology

Question No: 2020/3322

Siân Berry

Following up on a request made in the London Assembly Police and Crime Committee on 3 July 2019, could you confirm whether the Metropolitan Police Service (MPS) planned to collaborate with private companies to use their technology for facial recognition?

Answer for Metropolitan Police Service and the private sector facial recognition technology

The Mayor

Last updated: 20 October, 2020

Officers are drafting a response

Borough breakdown of knife crime offences

Question No: 2020/3324

Siân Berry

Following up on a request made in the London Assembly Police and Crime Committee on 5 February 2020, could you confirm whether or not the overall knife crime figures reported on the Metropolitan Police Service (MPS) stop and search dashboard include possession offences?

Could you provide a table that shows a borough breakdown of: a) the numbers for each category of knife crime offence, b) the numbers and results of stop and search, and c) the outcome of 'weapons, points and blades offences'? Could you provide this information for the year August 2018 to August 2019, and August 2019 to August 2020?

Borough breakdown of knife crime offences

The Mayor

Last updated: 19 October, 2020

Data on 'weapons, points and blades' stop and searches and the outcome reason of these are published on the MPS Stop and Search dashboard which can be found here:

<https://www.met.police.uk/sd/stats-and-data/met/stop-and-search-dashboard/>

Overall knife crime offence figures are not reported on the Stop and Search dashboard and is not a defined category within the stop and search data.

Knife crime figures are published on the MPS 'Hate Crime or Special Crime dashboard (<https://www.met.police.uk/sd/stats-and-data/met/hate-crime-dashboard/>).

Possession of articles with a blade or point figures are published on the MPS Crime dashboard (<https://www.met.police.uk/sd/stats-and-data/met/crime-data-dashboard/>)

Section 60s issued in 2019**Question No: 2020/3325**[Siân Berry](#)

With reference to your answer to question 2020/1939 where you provided recent monthly data on section 60 authorisations used in each borough, could you provide an updated table with the most recently available monthly figures? Could you also provide a further table, with matching rows and columns, showing the number of borough-wide section 60 authorisations for each borough and month?

Answer for Section 60s issued in 2019[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Fixed penalty notices and fines issued to protestors under new coronavirus rules**Question No: 2020/3326**[Siân Berry](#)

Could you tell me if MOPAC provided advice or guidance to the Metropolitan Police Service (MPS) following each change in legislation or policy from government regarding coronavirus restrictions on public movement?

Fixed penalty notices and fines issued to protestors under new coronavirus rules[The Mayor](#)

Last updated: 19 October, 2020

MOPAC has worked closely with the MPS throughout the pandemic but has not been providing guidance in relation to changes in legislation or policy regarding coronavirus restrictions on public movement. The MPS is following all guidance provided by the Government. The MPS is also working as part of the London Resilience governance to ensure that all London public services are working together to respond to changes in legislation.

Facilitating socially distanced democratic protests (2)**Question No: 2020/3327**[Siân Berry](#)

In your answer to my question 2020/2646 you said: "I want to be clear that large gatherings, including protests and parties, are currently illegal, in order to stop the spread of this deadly virus." What assessment of the impacts on Londoners' human rights have you, MOPAC and the Metropolitan Police Service (MPS) carried out in light of this?

Facilitating socially distanced democratic protests (2)[The Mayor](#)

Last updated: 19 October, 2020

Gatherings of over six people are illegal, however there are exemptions, including the right to protest. For every protest due to take place, the Metropolitan Police Service will weigh up the legislation and the impact on human rights of both the protestors and those affected by the protest. This is a consideration for every protest.

The MPS Gold strategy for the policing response to Covid-19 also considers the impact on human rights of those affected.

Metropolitan Police Service war crimes team (1)**Question No: 2020/3328**[Siân Berry](#)

Could you tell me: a) how many officers and staff are assigned to the Metropolitan Police Service (MPS) war crimes team, b) the budget assigned to the MPS war crimes team, c) how many scoping exercises they have carried out and are currently carrying out and, d) which Government departments the war crimes team is working with for their investigation into British mercenaries in Sri Lanka?

Answer for Metropolitan Police Service war crimes team (1)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Metropolitan Police Service War Crimes Team (2)**Question No: 2020/3329**[Siân Berry](#)

Could you tell me: a) the number of arrests carried out by the Metropolitan Police Service (MPS) war crimes team and, b) the prosecution outcomes of these arrests?

Answer for Metropolitan Police Service War Crimes Team (2)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Metropolitan Police Service war crimes team (3)**Question No: 2020/3330**[Siân Berry](#)

How many members of the Metropolitan Police Service (MPS) war crimes team are conducting the scoping exercise into allegations of war crimes by British mercenaries in Sri Lanka during the 1980s, and what are their ranks?

Answer for Metropolitan Police Service war crimes team (3)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Metropolitan Police Service war crimes team (4)**Question No: 2020/3331**[Siân Berry](#)

Has the Metropolitan Police Service (MPS) war crimes team been given access to all relevant files held by the Foreign Office, Ministry of Defence and intelligence agencies for their scoping exercise into allegations of war crimes by British mercenaries in Sri Lanka during the 1980s?

Answer for Metropolitan Police Service war crimes team (4)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Metropolitan Police Service war crimes team (5)**Question No: 2020/3332**[Siân Berry](#)

Has the Metropolitan Police Service (MPS) war crimes team been able to question David Walker, co-founder of the mercenary group Keenie Meenie Services, for its scoping exercise into allegations of war crimes by British mercenaries in Sri Lanka during the 1980s?

Answer for Metropolitan Police Service war crimes team (5)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Kettling protestors during coronavirus crisis**Question No: 2020/3333**[Siân Berry](#)

Given the need for social distancing, and your previous comment that kettling is a 'tactic of last resort', will you ask the Metropolitan Police Service (MPS) to suspend kettling as a tactic?

Kettling protestors during coronavirus crisis[The Mayor](#)

Last updated: 19 October, 2020

As I have mentioned before, the MPS has operational independence on how it polices protests and I have confidence in the Commissioner and her team.

Police strategy and tactics are determined by the highly trained public order commanders and their decisions are based on the specific situation they face and the intelligence available to them.

Accessible homes in the social rented sector**Question No: 2020/3334**[Siân Berry](#)

How many homes in the London social rented sector meet four main criteria that make it accessible and visitable for most people: level access to the main entrance, a flush threshold, sufficiently wide doorways and circulation space, and a toilet at entrance level?

Accessible homes in the social rented sector[The Mayor](#)

Last updated: 19 October, 2020

The GLA does not hold these figures. Estimates from the English Housing Survey can be requested from the Ministry for Housing, Communities and Local Government.

TfL ruling on withdrawing private hire vehicle (PHV) operator's licence from Ola**Question No: 2020/3335**[Caroline Pidgeon](#)

Will you ensure that the full details of the recent ruling by TfL relating to Ola are made available.

TfL ruling on withdrawing private hire vehicle (PHV) operator's licence from Ola[The Mayor](#)

Last updated: 19 October, 2020

Transport for London (TfL) has informed Ola UK Private Limited (Ola) that it would not be issued with a private hire vehicle (PHV) operator licence after the expiry of its current licence on 3 October 2020.

I agree that it is important for TfL to be transparent about its licensing decision and it has already published a summary of the rationale for its decision [here](#) and [here](#). TfL could not find Ola fit and proper after a number of breaches of the licensing regime were identified that had led to unlicensed drivers and vehicles being used for passenger bookings.

Ola has the right to appeal TfL's decision to a Magistrate's court within 21 days of the decision. Should Ola appeal, I am confident that further information will be made available as part of that appeals process, as has been the case in other large PHV operator appeals.

Supporting schools in the 2020/21 academic year**Question No: 2020/3337**[Jennette Arnold OBE](#)

With online learning likely to be a continuing feature of this academic year, how do you plan to develop London Learning at Home to support schools and learners?

Supporting schools in the 2020/21 academic year[The Mayor](#)

Last updated: 19 October, 2020

We continue to build on London Learning at Home through adding more resources across different subject areas, from early years to secondary levels. We now have almost 100 offers from over 60 organisations and, as part of Black History Month, we have asked partners for resources that support the teaching of Black history. These will be added as part of a new search functionality throughout October and beyond.

My London Curriculum team continues to work on mapping these online offers with our Key Stage 2 and Key Stage 3 teacher resources. The aim is to provide virtual alternatives to suggested school trips, recognising current constraints on teachers and the potential for lockdowns in future. This will ensure that my London Curriculum can continue to support teachers and students, no matter what the circumstances.

We're also sharing information on how to use London Learning at Home at a series of webinars for teachers and students, including our Careers with Impact in Computing on 16 October and Careers in Fashion webinar with London College of Fashion on 4 November.

Apprenticeships (1)**Question No: 2020/3338**[Jennette Arnold OBE](#)

How many young people in London have taken up apprenticeships in September 2020?

Apprenticeships (1)[The Mayor](#)

Last updated: 19 October, 2020

Unfortunately, the data for Apprenticeship starts in September 2020 is not currently available either for London or England. This is primarily because there is a time lag between the data release and reporting period. The latest available apprenticeship data published in August captures the number of starts in June 2020. However, this figure is for England and is not available on a London level as monthly apprenticeship starts are not provided on a regional level.

The latest available data available for London however reveals that the number of apprenticeships starts in the capital was 28,450 as at Q3 for the 2019/20 academic year (reported to date).

Apprenticeships (2)**Question No: 2020/3339**[Jennette Arnold OBE](#)

How many young people in London completed apprenticeships in the 2020/21 academic year? Please provide a breakdown by level.

Apprenticeships (2)[The Mayor](#)

Last updated: 19 October, 2020

Unfortunately, the data for completed (achieved) apprenticeships for the 2020/21 academic year is not yet is not currently available either for London or England. This is primarily because there is a time lag between the data release and reporting period but also apprenticeship achievements are reported on an annual basis. Therefore, this data will be available once the academic year has been completed.

Apprenticeships (3)**Question No: 2020/3340**[Jennette Arnold OBE](#)

How many young people in London were unable to complete their apprenticeships on time due to lockdown and Covid-19?

Apprenticeships (3)[The Mayor](#)

Last updated: 19 October, 2020

Unfortunately, it is not possible to establish how many young people were unable to complete their apprenticeships until the achievement data is released by the Department for Education, which is typically 3-4 months following the end of the academic year.

I continue to lobby central government to ensure that apprenticeships remain viable during the health crisis and subsequent economic downturn. This includes asking for greater support for apprentices, that have been made redundant due to the public health restrictions, to help them find new roles quickly before their apprenticeship learning expires.

Apprenticeships (4)**Question No: 2020/3341**[Jennette Arnold OBE](#)

How many apprenticeships schemes in London have faced challenges as a result of COVID-19 and the pressures businesses have faced?

Apprenticeships (4)[The Mayor](#)

Last updated: 19 October, 2020

Unfortunately, it is not possible to answer this question with the available data. Anecdotally, through my London Progression Collaboration pilot which aims to help over 1,000 Londoners to progress from unemployment into work, and from low-paid low-skilled work into better-quality, higher-paying jobs, I understand many employers engaged in the programme placed their apprenticeship plans on hold or cancelled them indefinitely. This prompted my decision to expand the scope of the pilot to cover all sectors and occupations in London.

It is vital that employers are supported to create apprenticeship opportunities during this difficult time.

I continue to lobby central government for greater flexibility in the levy transfer rules, that the apprenticeship employer incentive is made available for longer, and for it to reflect the higher cost of living, working and training in the capital. I also continue to ask for the powers and funding to establish a London Apprenticeship Service.

Adult Education Training Centres (1)**Question No: 2020/3342**[Jennette Arnold OBE](#)

What support are you offering to adult education centres to help them adapt to the challenges of lockdown and remote working?

Adult Education Training Centres (1)[The Mayor](#)

Last updated: 19 October, 2020

In response to COVID-19, I have taken a number of steps to support adult education centres to adapt to the challenges of lockdown and remote working. I have secured the immediate financial security of AEB providers by continuing to pay grant-funded providers on their agreed profile for the remainder of the year and ensuring the impact of COVID-19 is fully taken into account in the final year reconciliation process for all providers. I have also launched a COVID-19 Response Fund worth up to £11m for AEB providers to expand their online provision, adapt courses, and build capacity to ensure they are equipped to reach learners who are at risk of digital exclusion.

Additionally, I have also made changes to the AEB funding rules to make it more flexible and responsive to the challenges both providers and learners face. An independent evaluation of the first year of London's AEB highlighted how quickly we have taken decisions on current funding arrangements and any additional funding, as well as introducing new flexibilities.

Adult Education Training Centres (2)**Question No: 2020/3343**[Jennette Arnold OBE](#)

What guidance are you giving to adult education training centres to help them provide retraining courses in the skills London needs?

Adult Education Training Centres (2)[The Mayor](#)

Last updated: 19 October, 2020

Given how much is still unknown about the future of London's labour market, my immediate focus has been to support providers to deliver education and training to those Londoners most at risk of losing their jobs to help them retrain and re/upskill to access new employment opportunities.

I have made all 'Level 3' qualifications lasting for a year or less free for any adult Londoner unemployed or earning below the London Living Wage, as a Level 3 qualification is more likely to lead to better paid, more secure work. I have also allowed providers to use their Adult Education Budget (AEB) allocations more flexibly to run targeted pre-employment and job-focused training to support those hit hardest by the pandemic. Additionally, I've made an extra £1.9m available, on top of the £12.9m received from the government, for the delivery of high value courses, sector-based work academies and London Recovery Programmes.

My team is in regular contact with the sector, encouraging open, collaborative debate – something the team were widely praised for in an independent evaluation of the first year of AEB delegation. I am also shortly due to chair a roundtable with FE college principals to

discuss what more I can do to support them to deliver the skills that Londoners need through London's recovery.

VRU funding for one-to-one mentoring (1)

Question No: 2020/3344

[Jennette Arnold OBE](#)

You recently announced funding to the VRU for one-to-one mentoring of young Londoners with complex needs¹. How will this funding be allocated and how many young people do you anticipate it will help?

¹ Mayor of London, 'Mayor supports disadvantaged young Londoners returning to education' [Date accessed 21.09.2020]

VRU funding for one-to-one mentoring (1)

[The Mayor](#)

Last updated: 20 October, 2020

PRUs and alternative provision play a vital role in supporting the most vulnerable of young Londoners to stay in education, thereby increasing their educational outcomes, wellbeing, mental health and future employability options. My recently launched PRU Support Programme (£2.4M) includes £840K for mentoring support for PRUs across all 32 London boroughs. Boroughs will be offered funding (£26,250) to provide the most appropriate type of mentoring that will best meet the needs of their pupils who are at risk of disengaging with their education or getting involved with serious youth violence. A variety of mentoring models will be considered including academic, career, behavioural mentoring for pupils or family mentoring to support the whole family of a vulnerable child. As such it is too early to say exactly how many young people will be supported.

Answer for VRU funding for one-to-one mentoring (1)

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

VRU funding for one-to-one mentoring (2)

Question No: 2020/3345

[Jennette Arnold OBE](#)

How long (how many weeks) will mentoring be funded for under this scheme?

VRU funding for one-to-one mentoring (2)[The Mayor](#)

Last updated: 20 October, 2020

The mentoring element of the PRU Support Programme will be funded for 12 months, from January 2021 to January 2022. All 32 London boroughs will be offered this programme and it will be for each borough and PRU to decide upon the most appropriate type and duration of mentoring that best meets the needs of their pupils.

Answer for VRU funding for one-to-one mentoring (2)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Special Schools and Covid-19**Question No: 2020/3346**[Jennette Arnold OBE](#)

Please provide details of the support offered to help London's specialist schools for those pupils with profound SEND needs stay open.

Special Schools and Covid-19[The Mayor](#)

Last updated: 19 October, 2020

Public Health England's London Coronavirus Response Cell (LCRC) responds to individual enquiries from special schools and local authorities. Its advice follows the PHE guidance and is tailored to the situation in each school. Special schools with confirmed COVID-19 cases should contact the LCRC directly who can support them with their risk assessment as this is often more complex than for mainstream schools.

Local Authorities are also supporting special schools to undertake risk assessments, have helped with personal protective equipment (PPE), and are providing guidance where there are issues that are making it difficult for children to return to school.

Long term impact of COVID-19 on the Education and well-being of young Londoners?**Question No: 2020/3347**[Jennette Arnold OBE](#)

Emergency funding packages from the Government and the Mayor to deal with some of the immediate impacts of COVID-19 school closures are welcome. But what is your assessment of the long-term impact of COVID-19 school closures (over the next 4-5 academic years) on young people's education and wellbeing, and what long-term support do these young people require from the Government and from the Mayor?

Long term impact of COVID-19 on the Education and well-being of young Londoners?

[The Mayor](#)

Last updated: 19 October, 2020

Children and young people continue to face great uncertainty and instability – COVID-19 has impacted their opportunities, mental health and well-being like nothing we've seen in a generation.

It is vital that we understand and mitigate the dangers of widening education attainment gaps, especially for those groups already disadvantaged. The Education Endowment Foundation has reported that lockdown has undone a decade's worth of progress to narrow the attainment gap and have warned that any single catch-up strategy will be insufficient to compensate for lost learning.

The London Recovery Board, which I co-chair, is co-ordinating the planning for London's long-term recovery. Helping young people to flourish with access to support and opportunities is a key outcome. The Board's missions include that 'by 2025 London will have a quarter of a million wellbeing ambassadors' and that 'all young people in need are entitled to a personal mentor'.

We need the Government to provide more resources from early years to college. They must expand the universal catch-up premium and the National Tutoring Programme beyond this academic year – this is just too soon to address the lasting impact of school closures. And, we urgently need the Government to increase investment in NHS child and adolescent mental health services (CAMHS).

Racism in London's schools

Question No: 2020/3348

[Jennette Arnold OBE](#)

Recent research commissioned by the Diana Award reported that four in ten of London's pupils¹ have heard racist comments. How are your policies for schools addressing this and supporting schools to tackle racism?

¹ The Guardian, One-third of children in UK 'have heard racist comments at school' [Date accessed 24.09.2020]

Racism in London's schools

[The Mayor](#)

Last updated: 19 October, 2020

I have spoken out against racism in all its forms and made clear that racism and inequality must be rooted out from our public institutions.

I recently announced a new partnership between City Hall and The Black Curriculum to help refresh the London Curriculum's history resources to ensure their content reflects and celebrates London's rich diversity. I want to ensure that we support teachers with the

knowledge and tools to reflect the diverse histories and identity of all their students and they feel confident in explaining important topics like race and migration.

Our Stepping Stones programme provides resources for schools to train student mentors in how to support peers experiencing bullying and raise safeguarding concerns, and the Healthy Schools London website has resources on tackling racist bullying to support an inclusive PSHE curriculum.

Creating role models in the classroom and diversifying school leadership is also an important part of making London schools more inclusive. My new Stepping into Leadership programme equips minority ethnic teachers with the skills, confidence and professional networks to become senior leaders.

Taser 7

Question No: 2020/3349

[Jennette Arnold OBE](#)

Will the Met be trialling or reviewing the new 'Taser 7' model, before rolling it out to officers?

Answer for Taser 7

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Taser

Question No: 2020/3350

[Jennette Arnold OBE](#)

Why is demographic data on the use of taser not published and readily available as part of the Met's online databases.

Taser

[The Mayor](#)

Last updated: 19 October, 2020

The Met's online database publishes the demographics for use of force overall and contains links to the data which show the demographics of every single type of force used, including Taser.

<https://data.london.gov.uk/dataset/use-of-force>

London's Local Industrial Strategy**Question No: 2020/3352**[Leonie Cooper](#)

Please can you provide an update on progress made in the development of London's Local Industrial Strategy. When do you expect a final document to be published?

London's Local Industrial Strategy[The Mayor](#)

Last updated: 19 October, 2020

The Government's aim was to agree all Local Industrial Strategies in England by early 2020. So far, seven of the expected 36 local strategies have been published. London's draft Local Industrial Strategy was shared informally with central government (Cities and Local Growth Unit) in March. Following the outbreak of the pandemic, work to finalise the drafting of the strategy has been on hold. My officers have been engaging with central government on the future of the LIS programme, but have yet to receive a formal steer on the next steps with planning for economic recovery being prioritised.

London's Preparedness for Brexit**Question No: 2020/3353**[Leonie Cooper](#)

What conversations have you had with the Government regarding London's preparedness for Brexit? Is the Government sufficiently liaising with yourself and local authorities in London to enable local government to plan for the changes resulting from the end of the Transition Period?

London's Preparedness for Brexit[The Mayor](#)

Last updated: 19 October, 2020

I have written to the Prime Minister to urge that he extend the Brexit transition period beyond the end of the year; in order to prioritise tackling the covid pandemic.

Cross-partner London-wide preparations are underway across all tiers of government to assess the impact of the end of the transition period. The London Resilience Forum's (LRF) Brexit Contingency Planning Group has reconvened; and the London Strategic Co-ordination Group is also considering this risk as part of its emergency-planning work to respond to the COVID-19 pandemic this winter.

Last year, the LRF and London Growth Hub received funding from Government to support coordination between local agencies for Brexit-resilience purposes, and help businesses trade outside of the EU. We now face similar risks as single market and customs union arrangements with the EU end. We therefore require clarity from Government on whether similar funding arrangements will be put in place.

£500 payment to self-isolate**Question No: 2020/3354**[Leonie Cooper](#)

How have the Strategic Coordination Group and London Transition Board supported and coordinated local authorities' administration of the £500 payment to self-isolate?

Answer for £500 payment to self-isolate[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

£500 payment to self-isolate (2)**Question No: 2020/3355**[Leonie Cooper](#)

Should the £500 payment to self-isolate be higher in London to reflect the increased cost of living in the capital?

£500 payment to self-isolate (2)[The Mayor](#)

Last updated: 19 October, 2020

Yes, it should. The level of payment must be sufficient to support Londoners to follow public health advice and keep their community safe. If the government support is insufficient we risk seeing people continuing to work and spreading the virus. A one size fits all rate inevitably doesn't take account of the higher costs of living in London

I wrote to the Chancellor and Health Secretary in August to provide more support for employees who are required to self-isolate. In my letter I pointed to Germany where workers who are self-isolating are supported with payment equivalent to their net-wage. In the UK the weekly payment with Statutory Sick Pay is equivalent to the weekly gross pay for full time workers in England at the tenth percentile (2019). The tenth percentile in London is almost £43 higher at £389.10.

I also remain concerned about those on low incomes who are not eligible for support either from this payment or statutory sick pay. This could include people who can't get a test to trigger the payment and those who aren't eligible for benefits such as those with No Recourse to Public Funds. The government should increase the resource for local authorities to provide discretionary funding, so they can support those falling through the cracks. The Government should also launch an awareness-raising campaign for this support, which has had relatively low take up in the pilot areas.

Food Bank Usage as a Result of Covid-19

Question No: 2020/3356

[Leonie Cooper](#)

How are your Recovery Board and Transition Board monitoring whether the long-term economic impact of Covid-19 is leading to an increased use of food banks in London?

Food Bank Usage as a Result of Covid-19

[The Mayor](#)

Last updated: 19 October, 2020

I am deeply concerned by the increased number of Londoners experiencing food insecurity and the increased food bank usage resulting from Covid-19. The pandemic has had a significant impact on household incomes which is expected to lead to further rises in poverty and food insecurity. The Trussell Trust has forecast a 61% increase in need compared to last winter.

I have been working with local authority and voluntary and community sector partners (including food aid providers) since the start of the pandemic to monitor this situation across London. This includes monitoring weekly data provided by all boroughs on levels of demand for food aid. These networks have provided vital intelligence to the GLA, Strategic Coordination Group and the Transition Board on Covid-related food insecurity and food aid and will continue to do so in the months ahead.

Universal Credit Claimants in London and Covid-19 (1)

Question No: 2020/3357

[Leonie Cooper](#)

How many people in London were claiming Universal Credit in each month between February 2020 and September 2020?

Universal Credit Claimants in London and Covid-19 (1)

[The Mayor](#)

Last updated: 19 October, 2020

Official data (DWP) on the number of people on Universal Credit (UC) for September is still not available. Data for the months February 2020 to August 2020, are shown in Table 1.

Table 1: Number of people in London on UC, 2020

Month	Number of people in London on UC
February	418,280
March	432,490
April	576,040
May	822,360
June	867,750

July 888,500

August 907,760

Source: DWP Universal Credit Statistics

It is worth noting that this data is not seasonally adjusted. Differences between consecutive periods can be caused by cyclical components of the time series.

Universal Credit Claimants in London and Covid-19 (2)

Question No: 2020/3358

[Leonie Cooper](#)

What impact has Covid-19 had on the number of families who have been using food vouchers or are in receipt of free school meals?

Universal Credit Claimants in London and Covid-19 (2)

[The Mayor](#)

Last updated: 19 October, 2020

New data from the Food Foundation reveals 29% (2.2 million children) of children aged 8-17 are now registered for free school meals, with 42% of these children newly registered. This substantial increase indicates that Covid-19 has significantly exacerbated food insecurity in London – likely to be worsened by rising levels of unemployment.

Free school meals provide a nutritional safety net for millions of children, but the current eligibility criteria exclude thousands of vulnerable children whose families either have 'no recourse to public funds', receive Universal Credit but have an annual household income above £7,400, or are experiencing in-work poverty.

Every child has a right to food and there is no justification for preventing children in need from accessing free school meals. I therefore welcome the proposed actions in the recently published National Food Strategy, particularly those aiming to tackle children's food insecurity including the recommendation to extend eligibility for Free School Meals.

Indicators of Financial Difficulties in London

Question No: 2020/3359

[Leonie Cooper](#)

Do you work with agencies such as Citizens Advice and law centres to gather early indicators of the number of Londoners that are struggling financially?

Indicators of Financial Difficulties in London

[The Mayor](#)

Last updated: 19 October, 2020

We access data from a number of agencies, including Citizens Advice, to give us intelligence on Londoners that are struggling financially. Recent Citizens Advice website page views

indicate that those checking on benefits on their site have increased three times over (14 September to 13 October).

Robust data on this topic is quite difficult to come by, but we regularly monitor economic fairness in London through a set of measures that use data from a number of sources, but which are only periodically updated.

To give us a quicker view on emerging issues, at the beginning of the pandemic, we launched the London Community Response Survey. This has given us near to real time intelligence on the experiences of Londoners who are often less heard. Over the past two surveys we have seen organisations reporting an increase in demand for support with poverty and debt issues.

Business Rates Holiday Extension

Question No: 2020/3360

[Leonie Cooper](#)

You have recently written jointly with London Councils calling on the Government to extend the business rates holiday for the retail, hospitality, leisure and childcare sectors. I welcome your call and agree wholeheartedly with it. However, given the reliance of local authorities and London's public sector (not least the Metropolitan Police Service) have on business rates income, would you agree that any extension must be accompanied by the Government stepping in and fully covering the temporary losses local authorities accrue?

Answer for Business Rates Holiday Extension

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Christmas Celebrations in London

Question No: 2020/3361

[Leonie Cooper](#)

While I regret that the New Year's Eve fireworks have had to be cancelled, I commend you for taking this decision early on and agree wholeheartedly that the event could not safely take place during a pandemic. Will we see the cancellation of other events such as Bonfire Night and the turning on of Christmas lights across major high streets in London?

Answer for Christmas Celebrations in London

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Culture at Risk Fund Recipients**Question No: 2020/3362**[Leonie Cooper](#)

The London.Gov website helpfully displays a list of organisations awarded funding by the Culture at Risk Fund

https://www.london.gov.uk/sites/default/files/full_list_of_culture_at_risk_resilience_funding_september_2020.pdf.

Would it be possible to get this information with the level of funding each organisation received and with the location (by borough) of each organisation?

Answer for Culture at Risk Fund Recipients[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

London Growth Hub – ‘Go Digital’**Question No: 2020/3363**[Leonie Cooper](#)

How many businesses do you anticipate will be supported to ‘go digital’ as a result of the support offered by the London Growth Hub?

Answer for London Growth Hub – ‘Go Digital’[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Support for Musicians in London**Question No: 2020/3364**[Leonie Cooper](#)

Research provided by the Musicians Union suggests that 34% of musicians are considering leaving the industry due to Covid-19 repercussions. But what action can you and the Government take now to directly support musicians in London?

Support for Musicians in London[The Mayor](#)

Last updated: 19 October, 2020

The pandemic has significantly impacted creative freelancers, many of whom are musicians. By April, 50 per cent of them had seen all their work dry up, while large numbers were left unable to access Government support schemes.

I've repeatedly called on Government to close the gaps for the self-employed. Sector specific support is needed urgently to protect thousands of jobs, including those in the creative supply chain.

The London Recovery Board, which I co-chair, recently approved key missions to support London's recovery. This includes supporting Londoners into good work, with a focus on sectors key to London's recovery, including culture and creative industries.

The music industry generates £5.2bn for the UK economy. I'm deeply concerned that we could permanently lose a wealth of talent that is integral to London's success. Suggestions from Government that musicians should retrain into other jobs are entirely inappropriate.

Support for Grassroots Music Venues in London

Question No: 2020/3365

[Leonie Cooper](#)

I welcome the action taken through the Culture at Risk Fund to support grassroots music venues. What more needs to be done given the announcement of restrictions for another six months?

Support for Grassroots Music Venues in London

[The Mayor](#)

Last updated: 19 October, 2020

Grassroots music venues are the lifeblood of the UK's £5.2bn music industry. I'm pleased that we've been able to support 141 London venues with dedicated advice, support and grants to help see them through these challenging times.

These businesses are viable, but social distancing measures coupled with the new 10pm curfew mean the majority simply cannot afford to open. This means they are unable to access the latest Government schemes, such as the Job Support Scheme, putting countless jobs at risk.

Support for venues through the Culture Recovery Fund is welcome, but Government needs to do more to make sure these venues survive. This includes providing direct financial support for businesses that are closed and an extension of the business rates holiday. Government also needs to work with the sector to create a roadmap to reopening safely, supported by a fully functioning test and trace system.

London Recovery Board Missions

Question No: 2020/3366

[Leonie Cooper](#)

I support the missions outlined by the London Recovery Board at its 15th September meeting. The accompanying slides set out examples of possible projects which may fit under these missions. When will a decision be taken on projects to be delivered under each mission?

London Recovery Board Missions[The Mayor](#)

Last updated: 19 October, 2020

The first phase of the London Recovery programme focused on the development of the Economic and Social Missions approved by the London Recovery Board on 15th September, 2020. The programme now moves into the next phase of working with stakeholders and Londoners to develop delivery action plans that embed the agreed cross cutting principles. There will be a presentation on initial thinking to the 10 November Recovery Board meeting. Developing projects will be part of the action planning process. The timescales on projects to be delivered under each mission will vary according to the complexity, engagement and resourcing requirements. Flexibility with timescales is required particularly with the Health missions due to the 2nd wave of Covid-19.

MD2673**Question No: 2020/3367**[Leonie Cooper](#)

How are you working to ensure that MD2673 does not lead to a drop in apprenticeship uptake in London?

MD2673[The Mayor](#)

Last updated: 19 October, 2020

Through MD2673 I approved the expansion of the scope of the Apprenticeships for Londoners programme, so we can now work with employers in all sectors and occupations across London. I hope that this change will result in the creation of more apprenticeships than would have been possible during the current economic circumstances.

However, more needs to be done to ensure that employers are supported to create apprenticeship opportunities during this difficult time. Supporting Londoners into jobs and apprenticeships will therefore be a central pillar of my Good Work Recovery Mission.

Furthermore, I continue to lobby government to ask for greater flexibility in the levy transfer rules, that the apprenticeship employer incentive is made available for longer, and for it to reflect the higher cost of living, working and training in the capital. I also continue to ask for the powers and funding to establish a London Apprenticeship Service.

Retrofit Accelerator supply chain**Question No: 2020/3368**[Leonie Cooper](#)

In response to MQ 2020/0496 you stated that "The deep retrofit market in the UK is at an early stage. It is currently expensive and subject to a limited supply chain." Please detail how you are addressing this to ensure that the Retrofit Accelerator can meet its targets by August 2022.

Retrofit Accelerator supply chain[The Mayor](#)

Last updated: 19 October, 2020

Progress towards decarbonising London's homes is hindered by the UK's underdeveloped retrofit supply chain and a dearth of suitably accredited suppliers. This situation is even more acute when it comes to deeper 'whole-house' retrofit approaches. Through my Retrofit Accelerator – Homes programme we have undertaken a thorough investigation of the market, engaging both the supply chain and social housing sector. This work has ascertained that while viable technical solutions to whole-house deep retrofit exist and social landlords are committed to transforming the energy efficiency of their stock, current approaches to procuring deep retrofit are cumbersome and to date have not yielded the economic price point that would drive the expansion of the market.

To address this, my officials are working on an 'Innovation Partnership' model which will bring leading social landlords and the supply chain together to accelerate the pace of deep retrofit while driving down the costs so that the programme can both meet its targets and lay the foundations for the wider market thereafter. A webinar for the supply chain was held 14 October, 2020 and it is anticipated that approved suppliers will be formally matched with social landlords in February 2021 to begin work.

Solar Generation at TfL sites (1)**Question No: 2020/3369**[Leonie Cooper](#)

How many TfL sites have received delivery of solar generation units in the 2020/21 financial year? How many more are anticipated in this financial year?

Answer for Solar Generation at TfL sites (1)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Solar Generation at TfL sites (2)**Question No: 2020/3370**[Leonie Cooper](#)

Please provide an update on the assessment made of TfL's largest rooftops to potentially host solar photovoltaic.

Answer for Solar Generation at TfL sites (2)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Solar Generation at TfL sites (3)**Question No: 2020/3371**[Leonie Cooper](#)

How many installations have been made to TfL property using the Retrofit Accelerator programme?

Answer for Solar Generation at TfL sites (3)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

River Pollution (1)**Question No: 2020/3372**[Leonie Cooper](#)

Recent data from the Environment Agency has shown that 0% of England's rivers, lakes and streams are in good health¹. How much of difference will Tideway, the 'super sewer' make in improving the health of London's open water?

¹ Gov.uk 'WFD Classification Status Cycle 2' [Date accessed 18.09.20]

River Pollution (1)[The Mayor](#)

Last updated: 19 October, 2020

The Tideway project will hugely reduce the amount of sewage that is released into the river Thames. The Victorian sewers were designed to overflow into the river when flows reach a certain level, to prevent flooding. Currently sewage spills into the Thames when their capacity is exceeded, following heavy rain. The new Tideway sewer, which will be operated by Thames Water, will resolve this problem for all but the most extreme of rainfall events. The benefits, while significant, are limited to the river Thames. There are many other tributary rivers and canals in London which also experience poor water quality as a result of sewer overflows, plumbing misconnections and polluted surface water and road run off.

My London Environment Strategy recognises this and sets out policies to tackle misconnections and diffuse pollution (see 2020/3373 & 2020/3374). Sustainable Drainage and natural approaches to managing surface water are key mitigation measures, which is why my Grow Back Greener Fund is supporting greening projects that feature sustainable drainage features. It is as essential that the source of the pollution is tackled through awareness raising, investigation and enforcement activities and my officers are in regular contact with the regulator and water company to ensure this is prioritised.

River Pollution (2)**Question No: 2020/3373**

Leonie Cooper

Recent data from the Environment Agency has shown that 0% of England's rivers, lakes and streams are in good health¹. What more are you doing to address the health of London's riverways?

¹ Gov.uk 'WFD Classification Status Cycle 2' [Date accessed 18.09.20]

River Pollution (2)

The Mayor

Last updated: 19 October, 2020

The Environment Agency data referenced relates to overall river catchments. It still remains that only one of London's 41 river water bodies is classed as 'good' – three are 'bad', five are 'poor' and the rest are 'moderate' under the EU Water Framework Directive.

In December 2019 I released research that highlighted the toxic effects of runoff from London's principal road network on water quality. This led to me highlighting that the government must step up to provide the Environment Agency and highways authorities with the appropriate funding for measures to properly protect the capital's rivers. Since then my officers have been working hard on identifying the most appropriate solutions to help address this problem, due for release later this year.

In addition to addressing diffuse pollution from road runoff, my officers have been helping to raise awareness of misconnections (where a building's wastewater pipes are incorrectly connected into rainwater downpipes) and have developed a map that highlights high risk areas (<https://maps.london.gov.uk/misconnection/>). My officers have also been in discussions with partners around misconnection enforcement and where the GLA can support that enforcement to reduce pollution events.

To complement, these works my officers have long been promoting the use of sustainable drainage through the delivery of the London Sustainable Drainage Action Plan. In addition to the flood risk, biodiversity and general amenity benefits that sustainable drainage can deliver, they can also significantly improve our water quality, potentially reducing pollution in our surface water runoff by up to 90%. Since 2016 over 9km of river has been restored in London and we have funded over 250 green infrastructure projects, a large proportion of which have incorporated measures to address water quality including river restoration and sustainable drainage. My Grow Back Greener Fund, launched this summer is also seeking to fund greening projects that include sustainable drainage measures.

Tideway Tunnel**Question No: 2020/3374**

Leonie Cooper

Can you confirm that Thames Tideway project is running on time and to budget?

Tideway Tunnel[The Mayor](#)

Last updated: 19 October, 2020

Please see my Mayor's Question 2020/2996 response from last month here:
<https://www.london.gov.uk/questions/2020/2996>

Since last month, 'Rachel' the Tideway tunnel boring machine broke through at Acton following a 7km journey tunnelling from Fulham. This marks a major milestone on the delivery of the project, which will deliver huge benefits to the river Thames in London, reducing pollution and improving the water quality and ecology of the river.

Raising London's recycling rates (1)**Question No: 2020/3375**[Leonie Cooper](#)

Local authority collected waste management data for 2018/191 shows that London had the lowest household recycling rate in England last year. Five London boroughs are in the bottom ten for the country for recycling. What work have you undertaken since to raise London's rate of recycling?

1 Gov.uk 'Local authority collected waste management- annual results' [Date accessed 18.09.20]

Raising London's recycling rates (1)[The Mayor](#)

Last updated: 19 October, 2020

Responsibility for waste management services in London lies with individual boroughs. However, I want London to be a zero-waste city by 2050 and I have set ambitious targets including a 65 per cent municipal waste recycling by 2030.

We have particular challenges in increasing recycling in London. On average, 50 per cent of the population live in flats (this is as high as 80 per cent in some areas) and achieving high recycling rates from flats is more difficult than from kerbside properties. London also has a highly transient and diverse population with over 100 languages spoken. This can make communication on recycling services difficult.

My London Environment Strategy sets out minimum standards for recycling that boroughs need to meet, so that the 6 main dry recycling materials plus food waste can be recycled wherever you live in London. All boroughs have produced a Reduction and Recycling Plan to set out how they will not only meet but go beyond these minimum standards and contribute to my London-wide targets.

Through the London Waste and Recycling Board (LWARB) we continue to work with boroughs to help them reduce the amount of waste London produces and to recycle more of what remains. LWARB have created valuable guidance and toolkits for boroughs to

improve services, such as the recent Flats Recycling Package and run campaigns and programmes to support behavioural change and waste reduction.

Raising London's recycling rates (2)

Question No: 2020/3376

[Leonie Cooper](#)

What work particularly are you doing with the London boroughs who are among those with the worst recycling rates in the UK?

Raising London's recycling rates (2)

[The Mayor](#)

Last updated: 19 October, 2020

London boroughs face particular challenges in increasing recycling, and there are several boroughs that are among the lowest in the UK in terms of recycling rate. On average 50 per cent of London's population live in flats (this is as high as 80 per cent in some areas) and achieving high recycling rates from flats is more difficult than from kerbside properties. London also has a highly transient and diverse population with over 100 languages spoken. This can make communication on recycling services difficult.

I am working with all boroughs, with the London Waste and Recycling Board (LWARB) to identify what improvements can be made and all have produced Reduction and Recycling Plans (RRPs). Through the RRP process, boroughs have planned how they will meet my minimum standards for recycling, and set recycling and waste minimisation targets that are ambitious while recognising each borough's particular challenges.

Twenty nine boroughs now meet the minimum standards for dry recycling, and twenty four provide separate food waste collections. The four boroughs that do not meet the minimum standards for dry recycling are part of the East London Waste Authority (ELWA). There are contractual and technological constraints within ELWA's disposal contract which mean the potential for significant service change to their waste and recycling is severely limited. I am pleased that members of the disposal authority and the Managing Director of Renewi met with my Deputy Mayor for Environment and Energy, Shirley Rodrigues, to discuss what can be done to improve recycling performance in what remains of the current contract term.

LWARB supports boroughs in their plans and has produced toolkits and case studies to share good practice and provide easy to follow guidance for boroughs to improve services and increase recycling.

Please see also Mayor's Question 2020/3375.

Raising London's recycling rates (3)**Question No: 2020/3377**[Leonie Cooper](#)

Which London boroughs are doing particularly well at increasing recycling rates? How can their success be emulated elsewhere?

Raising London's recycling rates (3)[The Mayor](#)

Last updated: 19 October, 2020

Twenty-three boroughs across London saw an increase in recycling rates from 2017/8 to 2018/9.

Through their Reduction and Recycling Plans (RRPs), boroughs have identified actions they are taking to reduce waste, increase recycling rates, and minimise the environmental impact of waste. These plans show that there are over 50 different project areas that boroughs are working on, such as communications campaigns, introducing new materials to collections, improving infrastructure, expanding commercial waste services and updating local planning policies on waste capacity. The RRP's are held on the London Datastore which allows sharing of plans and good practice between boroughs.

Through the London Waste and Recycling Board (LWARB) the GLA supports boroughs in their plans and has produced toolkits and case studies to share good practice and provide easy to follow guidance for boroughs to improve services and increase recycling. They will continue to work with boroughs to maximise the opportunities for boroughs to work together and share learning to increase success.

Solar Together London (1)**Question No: 2020/3378**[Leonie Cooper](#)

How many people have registered with Solar Together to date? Please provide a breakdown month by month.

Solar Together London (1)[The Mayor](#)

Last updated: 19 October, 2020

Solar Together London is my collective purchasing programme for solar photovoltaic panels. The scheme is now in its third phase and 15,771 people have registered to date.

The breakdown for each of the phases of my programme is:

Solar Together London 1 = 3,806 registered between 5 March and 17 April. 2,080 were in March 2018 and 1,726 were in April 2018.

Solar Together London 2 = 5,223 registered between 2 July and 22 August. 1,991 were in July 2018 and 3,232 were in August 2018.

Solar Together London 3 = 6,742 people registered between 9 September and 22 October. 302 were in September 2019 and 6,440 in October 2019.

Solar Together London (2)

Question No: 2020/3379

[Leonie Cooper](#)

How many auctions have been held?

Solar Together London (2)

[The Mayor](#)

Last updated: 19 October, 2020

My Solar Together London programme is now in its third phase and three auctions have been held.

Across the three auctions 2.4 megawatts of installed solar photovoltaic energy capacity has been delivered to date, drawing in over £4.1 million of private residents' investment into solar in London. I anticipate over 15,000 tonnes of carbon will be saved over the guaranteed lifetime of the systems installed to date.

Solar Together London (3)

Question No: 2020/3380

[Leonie Cooper](#)

How many personalised offers have been sent out to people registered with Solar Together?

Solar Together London (3)

[The Mayor](#)

Last updated: 19 October, 2020

Across the three phases of my Solar Together London programme a total of 15,771 people have registered their interest in the programme.

Every registrant receives a personalised offer, which sets out the detailed recommendations for their home. This offer provides information on the cost, the estimated energy generation of their proposed solar array, and any projected savings from their energy bills or income through solar generation tariffs.

The breakdown of offers sent out across the three phases of my programme is:

Solar Together London 1 = 3,806

Solar Together London 2 = 5,223

Solar Together London 3 = 6,742

Solar Together London (4)**Question No: 2020/3381**[Leonie Cooper](#)

What is the average cost of the installation of solar panels through Solar Together?

Solar Together London (4)[The Mayor](#)

Last updated: 19 October, 2020

The average price achieved (for a typical eight panel system) across all phases to date has been around £3,300 per household.

Solar Together London (5)**Question No: 2020/3382**[Leonie Cooper](#)

How many people have had solar panels installed through Solar Together?

Solar Together London (5)[The Mayor](#)

Last updated: 19 October, 2020

To date 968 households in London have installed solar photovoltaic panels through my Solar Together London programme (and installations are still taking place under the third phase of the programme).

This activity has resulted in the installation of almost 8,000 panels with a capacity to generate 2.4 megawatts of clean energy.

Building upon the success of the first two phases of my programme, Solar Together London phase three was the first phase to include battery storage as an add-on to a solar panel installation.

The breakdown of installations in each of the phases of my programme is as follows:

STL 1 = 291

STL 2 = 333

STL 3 = 344 to date with 27 per cent (93 households) including battery storage.

Solar Together London (6)**Question No: 2020/3383**[Leonie Cooper](#)

How long on average does it take for people to move from registering for Solar Together to having panels installed?

Solar Together London (6)[The Mayor](#)

Last updated: 19 October, 2020

Once the five-week registration window has closed, people are provided with their personalised offer within two weeks. They then have six weeks in which to decide whether to proceed with the installation, taking an average of three months from decision to install. The time taken for people to move from registering for Solar Together London to having panels installed has been affected by the pause in activities from Covid-19, but in the first two phases the average time from registration to completion was around four months.

Solar Together London (7)**Question No: 2020/3384**[Leonie Cooper](#)

How has Covid-19 impacted the Solar Together offer for Londoners?

Solar Together London (7)[The Mayor](#)

Last updated: 19 October, 2020

Ahead of any government guidance, my officers worked with suppliers to pause onsite activity in March this year to help protect public health.

Activity resumed at the start of June with the scheme administrator informing participants about the safe working protocols put in place.

Personalised offers to Londoners setting out the cost and benefits of solar PV remained unchanged despite Covid-19, however the period of time to accept offers and have solar systems installed was extended (with registrants now having until the end of November to complete their works).

This third phase of the scheme is performing better than previous phases on several metrics (including the rate of the post-offer acceptance drop-out and post-installation customer satisfaction) but progress is still slower than was forecast before the pandemic and the final number of installations is consequently likely to also be lower than originally estimated.

Robin Hood Energy and London Power (1)**Question No: 2020/3385**[Leonie Cooper](#)

Following the closure of Robin Hood Energy, what mitigations have been put in place to make London Power resilient and provide value for money to Londoners?

Robin Hood Energy and London Power (1)[The Mayor](#)

Last updated: 19 October, 2020

Please see response to Mayor's Question 2020/3295.

Robin Hood Energy and London Power (2)**Question No: 2020/3386**[Leonie Cooper](#)

With the benefit of hindsight, how do you now see the decision to launch London Power as a white label company with the option to become a fully licensed supplier?

Robin Hood Energy and London Power (2)[The Mayor](#)

Last updated: 19 October, 2020

I reviewed various options before I decided to partner with an existing company rather than set up a new energy company from scratch. I believe that recent events such as the experience of Bristol and Nottingham Councils have validated my decision, though I would note that those Councils made their decisions at a time when there was far less competition in the energy supply market, and that partnering might not then have been feasible.

Following a rigorous procurement process, I chose Octopus Energy as the partner to deliver London Power. Octopus Energy are a financially robust, innovative and growing organisation who are investing heavily in green jobs and justifying my choice of partner.

Disposable plastics and addressing plastic waste**Question No: 2020/3387**[Leonie Cooper](#)

The extension of the tax on plastic bags to all shows there is an appetite for tackling plastic waste. You have shown your own commitment in addressing the plastic bottle waste that was visible in our city. As such what steps are you now taking to tackle the disposable mask waste that is currently visible across London?

Disposable plastics and addressing plastic waste[The Mayor](#)

Last updated: 19 October, 2020

Face masks are now part of everyday life for many Londoners. Unfortunately, we have seen these littered all across London in parks and public spaces. These masks are not only unsightly and blight our green spaces and streets. They also find their way into rivers and oceans and we have seen huge numbers of masks being found on beaches and in oceans, further increasing the risk from plastic waste to wildlife, the wider environment and even human health. A study by UCL found that if every person in the UK used one single-use face mask each day for a year, it would create 66,000 tonnes of plastic waste.

London's boroughs are responsible for the management of litter across the capital. However, recognising the problems arising from the mismanagement of disposable PPE, and masks in particular, I recently convened a roundtable to discuss how these problems may be tackled. This focussed on how reusable masks can be promoted and disposable mask littering can be discouraged, and proper disposal encouraged.

At the meeting, attended by boroughs, TfL and other London stakeholders, we discussed the need for greater collaboration between participants and recommended the adoption of consistent messaging such as that the GLA, working through the London Waste and Recycling Board (LWARB), has developed and delivered through their social media channels and has already reached over 1.6m Londoners. To aid this, through LWARB, we have made communications resources available free of charge and identified a number of actions to explore further, including working with London's universities and identifying potential partners to work with to provide infrastructure (bins) to help tackle this problem.

In addition, I have written to all major supermarkets calling on them to stock face coverings, emphasizing these should be reusable, non-medical and at a price which is accessible to all. Through LWARB, I have also been supporting the use of reusable masks and promoting small London-based businesses producing these, most of which are made of surplus fabric and scraps, and many of whom pass on some or all of their profits to the NHS and other causes.

Scrappage Scheme

Question No: 2020/3388

[Leonie Cooper](#)

How many people have taken advantage of the scrappage scheme?

Answer for Scrappage Scheme

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Air Quality on Putney High St

Question No: 2020/3389

[Leonie Cooper](#)

Could you give the latest figures in terms of NOx and particulate matter on Putney High St, comparing January 2017 with January 2020?

Answer for Air Quality on Putney High St

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Air Quality on Tooting High St**Question No: 2020/3390**[Leonie Cooper](#)

Could you give the latest figures in terms of NOx and particulate matter on Tooting High St, comparing January 2017 with January 2020?

Answer for Air Quality on Tooting High St[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Air Quality at Clapham Junction**Question No: 2020/3391**[Leonie Cooper](#)

Could you give the latest figures in terms of NOx and particulate matter at Clapham Junction, comparing January 2017 with January 2020?

Answer for Air Quality at Clapham Junction[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Air Quality outside Morden Station**Question No: 2020/3392**[Leonie Cooper](#)

Could you give the latest figures in terms of NOx and particulate matter outside Morden Station, comparing January 2017 with January 2020?

Answer for Air Quality outside Morden Station[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

LTN**Question No: 2020/3393**[Leonie Cooper](#)

A number of local people have contacted me about the Low Traffic Neighbourhood (LTNs) installed in Wandsworth and Merton. Can you confirm where the funding came from and who agreed the design?

Answer for LTN[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Streetspace (1)**Question No: 2020/3394**[Leonie Cooper](#)

A number of people have contacted me about the TFL Streetspace trials in Merton and Wandsworth. Can you confirm that adjustments have been and will be made throughout the entire trials?

Answer for Streetspace (1)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Streetspace (2)**Question No: 2020/3395**[Leonie Cooper](#)

Will the TfL Streetspace trials continue for the full 18 months as originally notified, or is there any likelihood that they will be cut short?

Answer for Streetspace (2)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Hammersmith Bridge**Question No: 2020/3396**[Leonie Cooper](#)

If it proves cost-effective to install a permanent walking/cycling bridge next to Hammersmith Bridge, would you support this option?

Answer for Hammersmith Bridge[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Wandsworth One-way system**Question No: 2020/3397**[Leonie Cooper](#)

Are works still planned to make changes to the Wandsworth One-Way system, which goes around the Town Hall? If yes, when are they planned to start?

Answer for Wandsworth One-way system[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Bridges**Question No: 2020/3398**[Leonie Cooper](#)

There have been designs prepared for two foot/cycling bridges to cross the river from Nine Elms in Battersea to Westminster, and from Battersea to Hammersmith & Fulham. Do either of these proposals have support from TfL as key priorities?

Answer for Bridges[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Santander Cycle (1)**Question No: 2020/3399**[Leonie Cooper](#)

I have received numerous complaints from constituents that many of the Santander Cycle racks are often empty, or almost empty. Why is this and what more can be done to ensure they are full, at this time when many people want to cycle rather than use public transport?

Answer for Santander Cycle (1)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Santander Cycle (2)**Question No: 2020/3400**[Leonie Cooper](#)

I have received many requests for new Santander cycle racks to be installed in the south and west of Wandsworth, and across Merton. Are any more installations planned in my constituency?

Answer for Santander Cycle (2)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Cycle Route**Question No: 2020/3401**[Leonie Cooper](#)

Just past Colliers Wood tube station, heading towards South Wimbledon on the A24, the cycle route has a dangerous stretch near the bus garage. Does TfL have any plans to improve this stretch?

Answer for Cycle Route[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Stop and Search**Question No: 2020/3402**[Leonie Cooper](#)

Could you supply the figures for Stop and Searches carried out each month in 2020 in Wandsworth and in Merton, broken down by ethnicity?

Stop and Search[The Mayor](#)

Last updated: 19 October, 2020

The requested data is published via the MPS Stop and Search dashboard. This is updated monthly, and can be found here:

<https://www.met.police.uk/sd/stats-and-data/met/stop-and-search-dashboard/>

Accidents (1)**Question No: 2020/3403**[Leonie Cooper](#)

How many accidents have there been on Tooting Bec Rd in the last 3 years? How many involved pedestrians or cyclists?

Answer for Accidents (1)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Accidents (2)**Question No: 2020/3404**[Leonie Cooper](#)

How many accidents have there been on the A24 in Wandsworth in the last 3 years? How many involved pedestrians or cyclists?

Answer for Accidents (2)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Accidents (3)**Question No: 2020/3405**[Leonie Cooper](#)

How many accidents have there been on the A24 in Merton in the last 3 years? How many involved pedestrians or cyclists?

Answer for Accidents (3)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Accidents (4)**Question No: 2020/3406**[Leonie Cooper](#)

How many accidents have there been on Putney High St in the last 3 years? How many involved pedestrians or cyclists?

Answer for Accidents (4)

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Accidents (5)

Question No: 2020/3407

[Leonie Cooper](#)

How many accidents have there been on York Road/ Battersea Park Rd in the last 3 years?
How many involved pedestrians or cyclists?

Answer for Accidents (5)

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Accidents (6)

Question No: 2020/3408

[Leonie Cooper](#)

How many accidents have there been on Lavender Hill in the last 3 years? How many
involved pedestrians or cyclists?

Answer for Accidents (6)

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Putney High St

Question No: 2020/3409

[Leonie Cooper](#)

When has pollution on Putney High Street exceeded the legal limits in 2017, 2018, 2019
and 2020, in terms of NOx?

Answer for Putney High St

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

NOx readings**Question No: 2020/3410**[Leonie Cooper](#)

What do the readings from Air Quality monitors show for NOx in Tooting, Clapham Junction and Morden?

Answer for NOx readings[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Food waste**Question No: 2020/3411**[Leonie Cooper](#)

Food waste: how many London Boroughs now offer local residents separate food waste collections?

Food waste[The Mayor](#)

Last updated: 19 October, 2020

My London Environment Strategy (LES) requires all London boroughs to collect food waste separately from properties with a kerbside collection.

24 boroughs already offer kerbside food waste collections. Nine boroughs do not currently offer this :Barking and Dagenham, Barnet, Hammersmith and Fulham, Havering, Kensington and Chelsea, Newham, Redbridge, Wandsworth and Westminster.

My officers have worked with these boroughs to set out in their Reduction and Recycling Plan (RRP) a commitment of how and when they will provide kerbside food waste services. Barnet have committed to reintroducing this service from April 2022. Kensington and Chelsea, Westminster and Hammersmith and Fulham RRP's were approved on condition of a commitment and clear road map of rollout following trials, ideally by 2022. Due to contractual restraints Wandsworth cannot introduce a food waste service before 2024 but have a trial planned within the RRP period.

The remaining boroughs are the constituent authorities of the East London Waste Authority (ELWA). There are contractual and technological constraints within ELWA's disposal contract which mean the potential for significant service change to waste and recycling services is severely limited. We are aware of numerous contract reviews at national and local level that have found little to no latitude within the contract. I am working with these boroughs to identify what other improvements can be made

Please see also Mayor's Question 2020/2979.

U18 Zip card**Question No: 2020/3412**[Leonie Cooper](#)

If the Government refuses to support the ZipCard for under-18s, how much will this cost Wandsworth and Merton?

Answer for U18 Zip card[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Money Laundering (1)**Question No: 2020/3414**[Unmesh Desai](#)

In the answer provided to question 2020/1305, you advised that 170 individuals had been arrested for money laundering related offences since 2016. How much money in total, in each of 2016, 2017, 2018 and 2019, was it estimated the individuals arrested had laundered?

Money Laundering (1)[The Mayor](#)

Last updated: 19 October, 2020

Not all subjects arrested for money laundering will be subject to confiscation proceedings. It is only at such proceedings that the subject of benefit from criminality is established and an order made for confiscation of available assets.

The Met does not have the ability to go through each of the money laundering offences, however, the overall figures for all offences relating to cash seized and accounts frozen for the last four years are as follows:

2016/17 - 1,757 incidents with a value £33.4million

2017/18 - 1,356 incidents with a value of £25.4million

2018/19 - 1,144 incidents with a value of £69.4million

2019/20 - 744 incidents with a value of £37.1million

Money Laundering (2)**Question No: 2020/3415**[Unmesh Desai](#)

How much money is it estimated is laundered by criminals in London each year?

Money Laundering (2)

[The Mayor](#)

Last updated: 19 October, 2020

Money laundering is acknowledged as a serious threat to the UK. The National Crime Agency estimates that money laundering by Serious and Organised Crime costs an estimated £24 billion a year. There are no specific data for London, however it is safe to assume that a significant proportion of this figure is laundered in London. Often money can be laundered through Money Service Bureau's (MSBs). For this reason, the Met has a strong partnership with HMRC and tackles the abuse of MSBs, of which there are about 9,000 in London.

However, this is not enough. I have campaigned since 2018 for the Government to take this issue more seriously and increase the regulation and enforcement of MSBs. I hope that the Assembly will join me in lobbying the Government to increase regulation and close down rogue MSBs.

Money Laundering Officers

Question No: 2020/3416

[Unmesh Desai](#)

How many officers does the Met have dedicated to tackling money laundering?

Money Laundering Officers

[The Mayor](#)

Last updated: 19 October, 2020

In June 2019, after a period of Transformation, the MPS launched the Economic Crime Command. The team is responsible for matters concerning money laundering, fraud and other offences associated with criminal finance. The Economic Crime Command has a total of 303 officers and police staff positions across various ranks.

Covid Marshals

Question No: 2020/3417

[Unmesh Desai](#)

How much money has London been allocated for the introduction of 'Covid Marshals' from the Government's £60m for enforcement measures?

Answer for Covid Marshals

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Enforcement Measures Funding**Question No: 2020/3418**[Unmesh Desai](#)

How much money will be provided to the Met Police from the £60million announced by Government to help support extra enforcement measures?

Enforcement Measures Funding[The Mayor](#)

Last updated: 19 October, 2020

The Government has allocated £30m of the £60m to councils and £30m to policing. The Met Police has been allocated up to £6.8M of the policing £30m. This has been distributed using the police funding formula.

The funding will be provided to police only for use in relation to coronavirus enforcement. Forces will be required to provide the Home Office with enforcement plans to demonstrate how the money is being used to tackle non-compliance with public health rules.

Met Police Covid Funding Shortfall (1)**Question No: 2020/3419**[Unmesh Desai](#)

What has the financial impact of the Coronavirus pandemic to the Met police been so far?

Answer for Met Police Covid Funding Shortfall (1)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Met Police Covid Funding Shortfall (2)**Question No: 2020/3420**[Unmesh Desai](#)

Have you been advised how much the Met Police will receive from the £5.8billion announced as part of the funding to support public services as part of the government's 'winter economy plan'?

Answer for Met Police Covid Funding Shortfall (2)[The Mayor](#)

Last updated: 20 October, 2020

Military Assistance for Covid Enforcement**Question No: 2020/3421**[Unmesh Desai](#)

What discussions have been had with the Government around the use of the military to help enable the Met to better enforce the Coronavirus legislation?

Military Assistance for Covid Enforcement[The Mayor](#)

Last updated: 19 October, 2020

NPCC Chair Martin Hewitt has stated that “Policing is a unique role and any military support must be assessed very carefully. At the moment, no military involvement is necessary, nor do we anticipate this will be needed.” Both myself, and the MPS are currently of the same view.

European Arrest Warrant**Question No: 2020/3422**[Unmesh Desai](#)

How many European Arrest Warrants were issued by the Met in each of the last 4 years?

European Arrest Warrant[The Mayor](#)

Last updated: 19 October, 2020

Please see my answer to Mayor’s Question 2020/0392.

European Criminal Records Information System**Question No: 2020/3423**[Unmesh Desai](#)

If possible, please advise how many times Met Officers accessed the European Criminal Records Information System (ECRIS) in each of the last 4 years.

European Criminal Records Information System[The Mayor](#)

Last updated: 19 October, 2020

Please see the table below:

<i>Requests Out From the Metropolitan Police Service to EU Member States by Calendar Year:</i>						
	2016	2017	2018	2019	2020	Total
Totals	25769	22070	21376	19896	14722	103833

Officer Personal Safety Training**Question No: 2020/3424**[Unmesh Desai](#)

How many hours personal safety training do serving Met officers receive each year?

Answer for Officer Personal Safety Training[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Police Driving Training**Question No: 2020/3425**[Unmesh Desai](#)

How many hours of driving training do police officers who are authorised to drive police cars receive each year?

Answer for Police Driving Training[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Police Car Crashes**Question No: 2020/3426**[Unmesh Desai](#)

How many Met Police cars were involved in accidents in each of the following years: 2016, 2017, 2018, 2019 and 2020 to date?

Answer for Police Car Crashes[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Operation Orochi Funding**Question No: 2020/3427**[Unmesh Desai](#)

How much of the £5million being provided by the Home Office to support Operation Orochi is to be spent on County Lines activity occurring from and within London itself?

Answer for Operation Orochi Funding[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Law Commission Hate Crime Reforms**Question No: 2020/3428**[Unmesh Desai](#)

Will the Met, or any of its individual officers, be providing evidence to the Law Commission's work in reforming hate crime legislation, in relation to introducing misogyny as an offence?

Answer for Law Commission Hate Crime Reforms[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Serious Violence Reduction Orders**Question No: 2020/3429**[Unmesh Desai](#)

Do you welcome the proposed introduction of Serious Violence Reduction Orders?

Serious Violence Reduction Orders[The Mayor](#)

Last updated: 19 October, 2020

I am currently responding to the government consultation on the proposed introduction of Serious Violence Reduction Orders. I welcome the potential benefits of this new Police power for tackling knife crime and violence in London. However, I am aware of the limited evidence base for the effectiveness of stop and search when this is not used in a targeted and proportionate way, allied with the concerns about ethnic disproportionality in the use stop and search that I am working hard to address. Therefore these new proposed powers should be used in carefully targeted way against those with a repeated record of carrying dangerous weapons, alongside a range of other tactics, and that clear guidelines and oversight are used to monitor the impact of this and measure its effectiveness.

Safeguarding Teams**Question No: 2020/3430**[Unmesh Desai](#)

At the Police and Crime Committee's meeting in September 2020, the Met's Deputy Commissioner, Sir Stephen House, told the Committee that the workloads in the Met's safeguarding teams are far too high. What action are you taking to address this?

Safeguarding Teams[The Mayor](#)

Last updated: 19 October, 2020

The Metropolitan Police Service (MPS) is developing a 'public protection improvement plan'. This plan covers five key elements: capacity, capability, leadership, governance and partnership.

The capacity element will include actions to help safeguarding teams manage workloads, prioritise investigations and ensure that appropriate governance and support are in place.

The workload of officers, and wider child protection, are issues that my Deputy Mayor for Policing and Crime will continue to oversee with the lead for Frontline Policing, Assistant Commissioner Nick Ephgrave.

Rape Prosecutions**Question No: 2020/3431**[Unmesh Desai](#)

Has the Government discussed the introduction of targets for rape prosecutions with the Met?

Answer for Rape Prosecutions[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

384 bus [1]**Question No: 2020/3434**[Andrew Dismore](#)

Residents report that there have been continuing problems with the implementation of the changes to the 384 bus route, firstly with incorrect information at bus stops. Information was not provided at the removed bus stops or hail-and-ride posts indicating where passengers now need to go to catch the bus, so this has meant many people waiting for buses never to show up. This has especially impacted elderly people who may find using the online planners more difficult. Timetables have still not been updated on the retained bus stops and hail-and-ride posts, so unless people have access to live apps they don't know

when to expect the bus, which again has a very negative impact for a bus that runs only every 20 minutes/30 minutes. Will you ensure this information is updated at once?

Answer for 384 bus [1]

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

384 bus [2]**Question No: 2020/3435**

[Andrew Dismore](#)

Drivers on the new 384 bus route are refusing to stop on Victoria Road sometimes, or doing parts of the old routing and parts of the new one. So now the whole of New Barnet town centre is often completely bypassed and people needing Sainsbury's and the shops have nowhere to catch the bus. There are even some reports that drivers are running fast all the way from Station Road to Baring Road/Westbrook Crescent, then fast all the way from Baring Road to Mount Pleasant, and not stopping on any of the new sections in between at all. Will you ask Metroline to rectify this?

Answer for 384 bus [2]

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

384 bus [3]**Question No: 2020/3436**

[Andrew Dismore](#)

The new section of Salisbury Road on the eastbound routing is proving entirely unsuitable and buses are getting into stand-offs with vehicles coming in the other direction. This has led not only to long delays but also to buses dangerously reversing back onto Alston Road and running along the old routing of Alston Road and Trafford Road, but without letting people on and off there. Will you ask TfL to reconsider this section of the route?

Answer for 384 bus [3]

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

606 bus**Question No: 2020/3437**[Andrew Dismore](#)

I understand that buses on the 606 bus route used to be able to transport up to 240 children, but has now dropped down to 60. On Monday 7th September there was only one bus after school, when there should be two and the children were told that if they had an EN5 postcode they could not use the service.

After school on the 8th September, a large group of year 7 children, had to walk back up to High Barnet on the extremely narrow and dangerous pavements on Barnet Lane with the assistance of some older children who tried to help them get home without any mishaps. A number of parents have started picking children up at the school gates, which creates problems.

When I raised this with TfL, I was told that a monitoring team had visited and there were no issues, but it turns out that most parents are driving their children. Will you please ensure there is enough capacity on this school bus route, and that it is communicated to parents?

Answer for 606 bus[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

611 bus**Question No: 2020/3438**[Andrew Dismore](#)

I understand the changes to the 611 bus route have already had a negative impact on students at Bishop Douglass School in East Finchley. At the start of September students were waiting at the bus stop on the North Circular Road to catch the 112 or 232 and yet, 3 buses went past without stopping. They had a sign saying non-school bus. The fourth bus stopped but would only allow 10 students on board.

Christ College children also use this bus stop and the congestion at this bus stop is increasing. They feel this is a safety concern as children are being left to stand by a 3 lane A406 road and their safety is being compromised. To add to this dark nights and bad weather are drawing in, which will further compound this situation.

Will you ensure that there is adequate capacity here, and that these issues are resolved?

Answer for 611 bus[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Woodhouse college**Question No: 2020/3439**[Andrew Dismore](#)

Students of Woodhouse College in North Finchley are struggling to access bus services, because even when they show drivers their student passes, they are not being allowed on either school buses or non-school buses. Please can you ensure that they are allowed on as a matter of urgency, and advice is given to drivers.

Answer for Woodhouse college[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Tube Noise [1]**Question No: 2020/3440**[Andrew Dismore](#)

When were noise levels last recorded at Mornington Crescent residential properties; what were those levels; and what solution do you propose to tube noise nuisance there?

Tube Noise [1][The Mayor](#)

Last updated: 19 October, 2020

In July 2020 Transport for London (TfL) resumed its residential noise monitoring programme, with additional protocols in place to comply with social distancing guidelines. Since then TfL has carried out measurements at three properties in this area, most recently on 28 August 2020. The highest average recorded noise level was 43dB.

Due to the limited ventilation in this area, it is difficult to schedule rail grinding on this section of track. TfL is currently investigating other options in terms of noise and vibration mitigation and I have asked that TfL officers provide you with an update regarding this work as soon as further information is available.

Tube Noise [2]**Question No: 2020/3441**[Andrew Dismore](#)

At Warren Street, TfL has undertaken a number of interventions: what were the pre remediation residential noise levels; what were they reduced to; and have they increased again?

Tube Noise [2][The Mayor](#)

Last updated: 19 October, 2020

Following a number of mitigation measures, noise levels from the southbound track in this area were reduced from around 45-48dB to 39dB when last measured in February 2020. Noise levels from the northbound track remained consistent in the low 40dBs.

The track in this area was recently assessed and rail roughness, which can lead to an increase in noise levels, was at relatively low levels. Transport for London will continue to keep this area under review for future interventions.

Tube Noise [3]**Question No: 2020/3442**[Andrew Dismore](#)

When was rail grinding last carried out on tube lines at or near Kentish Town; and when will it be next done?

Tube Noise [3][The Mayor](#)

Last updated: 19 October, 2020

Rail grinding was most recently carried out in this area in August 2020. The rail grinding machine is next due on the Northern line in early 2021. I have asked that Transport for London officers provide you with an update on the programme as soon as it is finalised.

Tube Noise [4]**Question No: 2020/3443**[Andrew Dismore](#)

When was rail grinding last carried out on tube lines at or near Golders Green; and when will it be next done?

Answer for Tube Noise [4][The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Tube Noise [5]**Question No: 2020/3444**[Andrew Dismore](#)

When was rail grinding last carried out on tube lines at or near Warren Street; and when will it be next done?

Answer for Tube Noise [5][The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Tube noise [6]**Question No: 2020/3445**[Andrew Dismore](#)

Further to question 2020/3118, you give the cause of noise at Finchley Central as being grinding, but at recent meetings with TfL, I have been told that it was due to the friction modifier being turned off. Which is it?

Answer for Tube noise [6][The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Crossrail 2**Question No: 2020/3446**[Andrew Dismore](#)

If TfL are no longer seeking funding for Crossrail 2, what will the impact be on HS2 passengers arriving at Euston and needing public transport to move on, bearing in mind overcrowding at Euston tube lines already?

Answer for Crossrail 2[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Delancey Street NW1**Question No: 2020/3447**[Andrew Dismore](#)

Delancey Street in Regents Park ward, Camden, has been suffering from transport problems for some years now. The current problem is the large number of HGVs using this road as a way to bypass heavy traffic on the Euston Road. The Council are putting a LTO in place to stop rat running on the streets around Delancey, but this will not stop the HGVs. Will you ask TfL to assist the council in implementing this?

Answer for Delancey Street NW1[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Drummond Street**Question No: 2020/3448**[Andrew Dismore](#)

It is impossible to access Drummond Street when travelling from south to north as the right turn from Hampstead Road is banned and the southern end of North Gower Street is blocked off. Will you ask officers to look into the situation here as a matter of urgency and establish a safe way to allow traffic to access Drummond Street?

Answer for Drummond Street[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Universities sector [1]**Question No: 2020/3449**[Andrew Dismore](#)

The University sector welcomes the Mayor's recognition of the role that London universities have to play in creating opportunities for Londoners from all backgrounds and the need to continue work on widening participation across London. Given the current Government policy rhetoric about levelling up, which tends to focus on the UK regions, do you agree that there is a need to lobby the Government about the need to level up in London, along with the rest of the country and that it is crucial that there is an understanding of 'place within place', as broad brush regional perspectives can miss out the socioeconomic difference that can be measured, for example, street by street in London?

Universities sector [1][The Mayor](#)

Last updated: 19 October, 2020

London has seen significant improvements in access to Higher Education and social mobility over the last decade. Its student population is the most diverse in the country with a higher proportion of Black, Asian and Minority Ethnic (BAME) students and learners from lower socio-economic backgrounds. While London's high performing economy creates many opportunities, it also creates high levels of poverty and inequality compared to other regions. This forms part of my submission to the government's spending review. This poverty and inequality risks being further exacerbated by the pandemic and it is vital that London's relative success at widening participation is not diminished as a result of COVID-19.

I have also previously written to the Office for Students, regarding my concerns over the use of Participation of Local Areas (POLAR) to identify disadvantaged learners and allocate funding to support widening participation. The OfS indicated that this is an area of review.

Universities sector [2]

Question No: 2020/3450

[Andrew Dismore](#)

Middlesex University in my constituency is doing everything that they can to ensure a safe return to campus for students. However, particularly with regard to students' journeys to campus, there is much that remains unknown and the problem for their students will be complex, as 76% commute more than 40 minutes per day and half commute for more than an hour. Will you encourage TfL to work with universities to understand student needs, and their travel flows/peak times?

Universities sector [2]

[The Mayor](#)

Last updated: 19 October, 2020

Transport for London (TfL) has been working with universities to help plan their safe and sustainable reopening for students and staff in advance of this new academic year. TfL has written directly to universities across London to share the latest travel advice, journey planning tools and active travel toolkits. A dedicated email inbox for schools, higher education colleges and universities has also been set up to enable direct contact with TfL.

In addition, TfL has worked closely with London Higher, an umbrella body that represents 40 universities and higher education colleges in London, and includes Middlesex University, to ensure that travel advice is shared widely. This activity was informed by analysis on student travel patterns that TfL conducted before the start of the new term, including data from previous years and forecasts for this year. I have asked TfL to directly contact Middlesex University to discuss and address its concerns.

Universities sector [3]

Question No: 2020/3451

[Andrew Dismore](#)

Universities are well-placed to take a leadership role within their local communities' recovery from the pandemic, and to work with both local authorities and the FE sector who may be lacking the recovery apparatus and range of connections that universities have to build back prosperity. This is often particularly important for modern universities, like Middlesex University, that are anchor institutions plugging skills gaps and providing employment within their local communities. Do you agree that there is an opportunity to support universities to work more holistically with local authorities and colleges in London and fulfil their wider civic role in this time of crisis, for example by co-ordinating initiatives such as university-industry secondments to encourage SME scale-ups and local innovation

transfer, or by integrating pathways of learning between universities and their local FE colleges? If so, will you speak to Middlesex University about how to do this?

Universities sector [3]

[The Mayor](#)

Last updated: 19 October, 2020

London's Universities and the Further Education (FE) sector will play a key role in London's economic and social recovery from COVID-19, as anchor institutions in their local communities. Both the Higher Education and FE sectors are represented on the London Recovery Board which is co-ordinating the planning of London's long-term recovery effort.

My Higher Level Skills Advisory Group (a subordinate body to the Skills for Londoners Board), brings together representatives from HE, FE and London Councils, including a representative from Middlesex University. This group are meeting on 22 October to engage members in the action plan for delivery of the recovery missions, with a particular focus on my 'Helping Londoners into Good Work' mission. The group will discuss the projects that could help to contribute to the delivery of this mission and the role of higher level learning.

Kings Cross Gyrotory

Question No: 2020/3452

[Andrew Dismore](#)

As work continues on the Kings Cross Gyrotory, will you consider a proposal by local residents to make it a 20 mph zone, as indeed the rest of Camden is? Local residents say this will help make the system safer for pedestrians.

Answer for Kings Cross Gyrotory

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Tree cover in London

Question No: 2020/3453

[Andrew Dismore](#)

Are you aware of the FoE campaign to double the tree coverage in London? Do you support it and what are you doing to help achieve this?

Tree cover in London

[The Mayor](#)

Last updated: 19 October, 2020

Friends of the Earth's campaign calls on government to double tree cover across the UK and asks local authorities nationwide to double tree cover in their area. Whilst I support the

ambition to significantly increase tree canopy cover nationally, most of this increase would be achieved in rural areas where there is significant space for woodland creation.

In my London Environment Strategy, I set a target to increase London's tree canopy cover by 10 per cent of current levels by 2050 - from 21 per cent to 23.1 per cent of London's land area. This will add 3,300 hectares of canopy cover - 23 times the area of Hyde Park.

This an ambitious and realistic target for London, and the capital already exceeds the Forestry Commission's recommendation for 20 per cent canopy cover in urban areas.

To support this ambition, since 2016 I have funded the planting of 286,000 trees, with funding committed to plant a further 145,000 trees during the 2020/21 and 2021/22 planting seasons.

Private sector remediation of dangerous cladding (1)

Question No: 2020/3454

[Andrew Dismore](#)

The recent Parliamentary Accounts Committee report in cladding remediation highlighted the lack of remediation being undertaken in the private sector. In London 34 out of 144 private sector buildings identified as being in need of remediation have had remediation work completed. How are you encouraging private sector building owners to undertake necessary work?

Private sector remediation of dangerous cladding (1)

[The Mayor](#)

Last updated: 19 October, 2020

I recently sent a letter to over 40 London building owners to demand that they put the safety of their residents first and begin work to remove unsafe ACM cladding immediately and to take all the necessary steps to accelerate their plans.

My Building Safety Team is working closely with London boroughs, London Fire Brigade and the Government on potential enforcement for those building owners failing to progress at pace. I have also called on Government to put more resource into the joint inspection team.

Private sector remediation of dangerous cladding (2)

Question No: 2020/3455

[Andrew Dismore](#)

MHCLG have set a target of Dec 31st 2021 for the completion of all remedial work for dangerous cladding. Is this achievable in London?

Private sector remediation of dangerous cladding (2)[The Mayor](#)

Last updated: 19 October, 2020

The target date of 31 December 2021 for the remediation of unsafe cladding to be complete is unlikely to be met. London has a much higher proportion of private high-rise blocks compared to the rest of the country and private sector blocks tend to have more complicated ownership structures and less co-operative owners. My team has found that many private building owners lack capability and experience in carrying out a major refurbishment to their building. The COVID-19 pandemic is causing yet further delays in remediating unsafe cladding. Finally, there is a shortage of competent professionals who are able to undertake cladding-related works, and a growing number have exclusions in their Professional Indemnity Insurance for cladding related work. When this is added to the Government delays in committing the funding in the first place, the December 2021 deadline is unlikely to be realised.

Private sector remediation of dangerous cladding (3)**Question No: 2020/3456**[Andrew Dismore](#)

MHCLG have set a target of Dec 31st 2021 for the completion of all remedial work for dangerous cladding. What factors make this deadline challenging?

Private sector remediation of dangerous cladding (3)[The Mayor](#)

Last updated: 19 October, 2020

There are a range of factors which render the December 2021 deadline for cladding remediation unlikely to be met. First, the Building Safety Fund is likely to be insufficient to fund all affected buildings. Second, many private building owners lack capability and experience in carrying out a major refurbishment to their building. In addition, there's a shortage of competent professionals and a large number who cannot access professional indemnity insurance for cladding-related work. The Covid-19 pandemic has brought additional challenges by delaying works and inspections and, in many cases, the capacity on site has been reduced to follow Public Health England guidance.

Private sector remediation of dangerous cladding (4)**Question No: 2020/3457**[Andrew Dismore](#)

How many high-rise private sector building owners in London have had access to the bespoke technical and financial support offered by MHCLG?

Private sector remediation of dangerous cladding (4)[The Mayor](#)

Last updated: 19 October, 2020

The Ministry of Housing, Communities and Local Government (MHCLG) appointed Faithful and Gould (F&G), a project and programme management consultancy, to provide technical remediation advisors to increase the pace of remediation of ACM high-rise buildings. In London, F&G are supporting 42 of the 59 buildings within the Private Sector ACM Cladding Remediation Fund, as well a number of other buildings outside the scope of the fund.

Private sector remediation of dangerous cladding (5)**Question No: 2020/3458**[Andrew Dismore](#)

MHCLG have set a target of Dec 31st 2021 for the completion of all remedial work for dangerous cladding. What work have MHCLG completed in order to make this deadline achievable?

Private sector remediation of dangerous cladding (5)[The Mayor](#)

Last updated: 19 October, 2020

The Ministry of Housing, Communities and Local Government (MHCLG) has set up the Social and Private Sector ACM Cladding Remediation Funds (SSCRF, PSCRF) and Building Safety Fund (BSF) to help with the costs of removing and replacing unsafe cladding systems from high-rise residential buildings. In addition, MHCLG has appointed a project management consultancy to provide technical remediation advice and increase the pace of remediation of ACM high-rise buildings. The Government also funded the Joint Inspection Team to inspect private sector high rise blocks with unsafe aluminium composite material cladding and support enforcement actions from local authorities. While all these measures are welcome, they are unlikely to be sufficient to make this deadline achievable.

Social and Private Sector ACM Cladding Remediation Fund and the Building Safety Fund (1)**Question No: 2020/3459**[Andrew Dismore](#)

How many grants have been made from these funds to date? Please provide a breakdown since the funds began, showing the size of grant; social, private residential, student, hotel or public building; and date of grant award.

Social and Private Sector ACM Cladding Remediation Fund and the Building Safety Fund (1)

[The Mayor](#)

Last updated: 19 October, 2020

The GLA administers the Social and Private Sector ACM Cladding Remediation Funds (SSCRF and PSCRF) and the Building Safety Fund on behalf of the Government. To date, grant payments to the value of £95,861,773 have been made across 60 projects in the SSCRf and £2,171,018 have been paid across 15 projects in the PSCRF. No grant payments have been made in the Building Safety Fund as yet.

These figures are accurate as of 7 October 2020.

The Government's cladding remediation funds only cover residential buildings in the social sector or where there are private leaseholders. Student housing, hotels and non-residential blocks are not eligible for funding.

Social and Private Sector ACM Cladding Remediation Fund and the Building Safety Fund (2)

Question No: 2020/3460

[Andrew Dismore](#)

What guidance has been provided by MHCLG to assess those buildings where residents are most at risk or where there is greatest need of remediation?

Social and Private Sector ACM Cladding Remediation Fund and the Building Safety Fund (2)

[The Mayor](#)

Last updated: 19 October, 2020

The Government issued its consolidated advice note on building safety in January 2020. It can be accessed at the follow link:

<https://www.gov.uk/government/publications/building-safety-advice-for-building-owners-including-fire-doors>

Following the guidance of the Expert Panel, the Government has clearly stated that aluminium composite material (ACM) cladding poses the greatest risk to life and must be removed with urgency. Under the ACM funding programmes, there is a commitment to fully fund all eligible buildings that require Government funds to protect leaseholders from costs. However, the £1bn Building Safety Fund is unlikely to be sufficient to cover all eligible buildings. I have long called for a risk-based approach to be adopted for the Building Safety Fund, rather than the Government's preferred 'first-come-first-served' approach to allocations.

Social and Private Sector ACM Cladding Remediation Fund and the Building Safety Fund (3)

Question No: 2020/3461

[Andrew Dismore](#)

How are you ensuring that funding is provided where there is currently greatest need of remediation?

Social and Private Sector ACM Cladding Remediation Fund and the Building Safety Fund (3)

[The Mayor](#)

Last updated: 19 October, 2020

All decisions regarding the scope and design of the Government's cladding remediation funds, and decisions on applications are carried out by the Government. Under the ACM funding programmes, there is a commitment to fully fund all eligible buildings that require Government funds to protect leaseholders from costs. However, the £1bn Building Safety Fund is unlikely to be sufficient to cover all eligible buildings. I have long called for a risk-based approach to be adopted for the Building Safety Fund, rather than The Government's preferred 'first-come-first-served' approach to allocations.

The Building Safety Fund and Leaseholders

Question No: 2020/3462

[Andrew Dismore](#)

MHCLG accepts that the Building Safety Fund is not enough to cover the costs of all remediation. What safeguards does the fund put in place to stop leaseholders from being billed tens of thousands of pounds for the rest of the costs?

The Building Safety Fund and Leaseholders

[The Mayor](#)

Last updated: 19 October, 2020

I have repeatedly called on Government to provide the necessary funding and to expand the scope of the Building Safety Fund (BSF) to cover the cost of all unsafe buildings, and to ensure the BSF also covers the costs of waking watch and other interim fire safety measures so that leaseholders are not burdened with them.

Leaseholders of buildings with dangerous cladding

Question No: 2020/3463

[Andrew Dismore](#)

Leaseholders face rising insurance costs and becoming mortgage prisoners as a result of dangerous cladding on their buildings. What support are you offering to leaseholders in this position?

Leaseholders of buildings with dangerous cladding[The Mayor](#)

Last updated: 19 October, 2020

I am extremely concerned about the issues many leaseholders face when insuring, selling, buying or re-mortgaging their homes.

In September 2020, I wrote to the Secretary of State for Housing, Communities and Local Government raising my concerns about the External Wall Review process (ESW1) and outlining urgent actions the Government should take to stop the devastating effects the EWS1 crisis is having. The letter can be found here:

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

Low-rise buildings with dangerous cladding (1)**Question No: 2020/3464**[Andrew Dismore](#)

What dangers do you believe that buildings under 18m with dangerous cladding pose to residents?

Low-rise buildings with dangerous cladding (1)[The Mayor](#)

Last updated: 19 October, 2020

Several recent damaging fires in buildings below 18 metres have demonstrated the danger that unsafe cladding presents to residents. I have always been clear that fire risk does not adhere to strict height thresholds.

While I welcomed the Government's decision to review the ban on the use of combustible materials within external wall systems, with a view to lower the threshold to 11m in height, I have long called for this ban to apply to all new buildings, irrespective of height or use. The consultation on this review closed on 25 May 2020 and we are still awaiting the Government's response.

I have already implemented tougher fire safety requirements in the London Development Panel 2 (LDP2). As such, all new contracts for housing development on publicly owned land, commissioned via LDP2, require sprinklers in blocks of flats and higher-risk buildings, and extends the combustible cladding ban to residential buildings of any height.

Low-rise buildings with dangerous cladding (2)**Question No: 2020/3465**[Andrew Dismore](#)

How many buildings are there under 18m with dangerous cladding in London?

Low-rise buildings with dangerous cladding (2)[The Mayor](#)

Last updated: 19 October, 2020

The GLA does not hold this information. The current data collection exercise on external wall systems, commissioned by MHCLG and carried out by local authorities, is only undertaken for buildings of 18m or above in height.

LFB Transformation and COVID-9**Question No: 2020/3466**[Andrew Dismore](#)

How have budget changes due to COVID-19 impacted the LFB Transformation?

Answer for LFB Transformation and COVID-9[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

LFB Property Transformation Update**Question No: 2020/3467**[Andrew Dismore](#)

Please provide an update on the LFB's Property Transformation project.

Answer for LFB Property Transformation Update[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Recruitment of LFB staff**Question No: 2020/3468**[Andrew Dismore](#)

The recent LFB Budget monitoring report suggests that there is a significant overspend due to overtime as a result of vacancies not being filled. What measures have been put in place to address this and improve recruitment?

Answer for Recruitment of LFB staff[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Fire Safety Inspecting Officers (1)**Question No: 2020/3469**[Andrew Dismore](#)

How many fire safety inspecting officers does LFB currently employ and how many does it predict it will need to deal with future demand?

Answer for Fire Safety Inspecting Officers (1)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Fire Safety Inspecting Officers (2)**Question No: 2020/3470**[Andrew Dismore](#)

What are the challenges to recruiting Fire Safety Inspecting Officers?

Answer for Fire Safety Inspecting Officers (2)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Fire Safety Inspecting Officers (3)**Question No: 2020/3471**[Andrew Dismore](#)

How is LFB changing its approach to the recruitment of Fire Safety Inspecting Officers in order to fill vacancies more quickly?

Answer for Fire Safety Inspecting Officers (3)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Dangerous cladding and care homes**Question No: 2020/3472**[Andrew Dismore](#)

The recent Parliamentary Public Accounts Committee report 'Progress in Remediating Dangerous Cladding' found that there is no current data on low-rise care homes, sheltered homes or hospitals in need of remediation due to dangerous cladding. Will you commit to providing data on such buildings in London?

Dangerous cladding and care homes[The Mayor](#)

Last updated: 19 October, 2020

The GLA does not hold this information. The data collection exercise on external wall systems, commissioned by the Government and carried out by local authorities, was undertaken for buildings of 18 metres in height or above only. There is currently no such data for buildings below 18 metres.

Training and cladding remediation work (1)**Question No: 2020/3473**[Andrew Dismore](#)

The National Audit Office found that there is a shortage of the skills and personnel needed to complete remediation work. How are you mitigating against this in London?

Training and cladding remediation work (1)[The Mayor](#)

Last updated: 19 October, 2020

I wrote recently to the Secretary of State for Housing, Communities and Local Government, on behalf of London's leaseholders, to outline my grave concerns with the External Wall Review (EWS) process.

I called for urgent and sustained action to deal with the matter, including that the government should set up a training and accreditation programme – which involves higher level learning and therefore is outside the remit of the adult education budget for which City Hall has responsibility - to vastly increase the number of competent professionals that can carry out safety inspections of external walls. Whilst this may take some time to establish, it will be essential in making the new building safety regime a success in the future. In the short-term, this programme should focus on upskilling existing professionals in the sector to specialise in the safety of external wall systems.

Training and cladding remediation work (2)**Question No: 2020/3474**[Andrew Dismore](#)

How is Skills for Londoners being used to address the shortage of skilled personnel in cladding remediation work?

Training and cladding remediation work (2)[The Mayor](#)

Last updated: 19 October, 2020

Skills for Londoners supports the Mayor's Construction Academy (MCA) which aims to increase the number of Londoners able to work in the construction sector. Whilst there is no targeted support for cladding remediation work, the MCA Hubs provide a connecting

point between those helping develop the workforce, whether employers or training providers, or the people that want to be part of that workforce. Part of that role is to promote career opportunities and progression to higher level professional occupations in the sector, such as surveying, site management and Building Information Modelling (BIM).

Interserve and LFB

Question No: 2020/3475

[Andrew Dismore](#)

How does the recent £7.6million contract announced with Interserve¹ represent good value for money to LFB?

¹ This week in FM '£7.6m London Fire Brigade contract awarded to Interserve' [Date accessed 17.09.20]

Answer for Interserve and LFB

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Encouraging Diversity and LFB (1)

Question No: 2020/3476

[Andrew Dismore](#)

The 2018/19 HMICFRS report found that not all stations provided suitable privacy and facilities for women. How is this being addressed and improvements made?

Answer for Encouraging Diversity and LFB (1)

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Encouraging Diversity and LFB (2)

Question No: 2020/3477

[Andrew Dismore](#)

Following the HMICFRS report of 2018/19 what have been identified as being the barriers to LFB having a more diverse workforce? How are these barriers being addressed?

Answer for Encouraging Diversity and LFB (2)

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Encouraging Diversity and LFB (3)**Question No: 2020/3478**[Andrew Dismore](#)

Have improvements been seen in the diversity of the LFB workforce since the HMICFRS report?

Answer for Encouraging Diversity and LFB (3)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Grenfell Fire Inquiry**Question No: 2020/3479**[Andrew Dismore](#)

Are you concerned that survivors and bereaved from the Grenfell Fire Inquiry are being limited in how many can attend the ongoing inquiry; and if so what will you do about it?

Grenfell Fire Inquiry[The Mayor](#)

Last updated: 19 October, 2020

The Grenfell Inquiry is holding limited attendance hearings and has been doing so since the hearings resumed on 6 July 2020. The Inquiry has made this decision based on risks of Covid-19 and the size of the venue, which limits numbers of attendees who can be safely present. This does, unfortunately, prohibit any bereaved or survivors attending the Inquiry, but I support the Inquiry's decision to prioritise safety. The Inquiry had recently been considering making changes to these rules and allowing a limited number of bereaved, residents and survivors to attend the Inquiry but this has been postponed due to the Covid-19 alert level rising to level 4.

In the meantime, the bereaved, residents and survivors can continue to follow the hearings in real time online, and measures have been put in place for the Inquiry lawyers in the venue to be contactable.

London Building Safety Summit follow up**Question No: 2020/3480**[Andrew Dismore](#)

What actions will you be taking forward following the London building safety summit?

London Building Safety Summit follow up[The Mayor](#)

Last updated: 19 October, 2020

At the London Cladding Action Summit it was agreed that London boroughs, MHCLG and the GLA would work together using case conferencing meetings to deal with buildings at a borough level. Officers from the GLA's Building Safety team have been attending these meetings. The second Summit is scheduled for 15 October 2020.

Recommendations from the report 'Progress in remediating dangerous cladding'**Question No: 2020/3481**[Andrew Dismore](#)

Do you agree with the recommendations in the Public Accounts Committee report 'Progress in remediating dangerous cladding' and what more will you do to ensure remediation of buildings with unsafe cladding is expedited in London?

Recommendations from the report 'Progress in remediating dangerous cladding'[The Mayor](#)

Last updated: 19 October, 2020

I agree with many of the recommendations in the Public Accounts Committee report and I welcome the Committee's scrutiny of the Government's handling of the building safety crisis since the fire at Grenfell Tower.

My team will continue to work closely with the Government and building owners applying to the cladding remediation funds to ensure applications for funding are moving forward as quickly as possible. Getting grant approved is vital on those buildings where funding is a barrier to remediation.

5 key steps to address the EWS crisis (1)**Question No: 2020/3482**[Andrew Dismore](#)

In a recent Inside Housing article you revealed that you had written to the Government with 5 key steps to address the EWS crisis¹. Please publish the letter sent including the 5 steps recommended.

¹ Inside Housing, 'Sadiq Khan urges Government to take 'urgent action' to fix EWS crisis with 5 key steps' [Date accessed 24.09.20]

5 key steps to address the EWS crisis (1)[The Mayor](#)

Last updated: 19 October, 2020

My letter to the Government with five key steps to address the EWS1 crisis is already available on London.gov where all my responses and correspondence on building safety can be found. More details on my most recent letter can be found in the following link:

https://www.london.gov.uk/sites/default/files/rt_hon_robert_jenrick_mp_21_09_20.pdf

5 key steps to address the EWS crisis (2)**Question No: 2020/3483**[Andrew Dismore](#)

Please provide details of any response you have had from Government to your letter with 5 key steps to address the EWS crisis.

5 key steps to address the EWS crisis (2)[The Mayor](#)

Last updated: 19 October, 2020

As of 8 October 2020, I had received no response from the Government to my recent letter addressing the EWS1 crisis.

Grenfell inquiry representation**Question No: 2020/3484**[Andrew Dismore](#)

Will you lobby the Government to ask for a representative of the local community to sit as the third panellist on the Grenfell Inquiry?

Grenfell inquiry representation[The Mayor](#)

Last updated: 20 October, 2020

It is unacceptable that eight months have passed since the resignation of Benita Mehra and the search for a replacement third panel member is still ongoing. I have raised this issue with Government on 29 January 2020, 12 June 2020 and again on the 29 July 2020.

Not only is a diverse panel essential for the full trust of the Grenfell community, it will also serve to ensure that the Inquiry can comply with its legal duties including those under the Equality Act 2010. It is key that an independent panel member is appointed as soon as possible to avoid undermining the Inquiry process.

Answer for Grenfell inquiry representation[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

The Bakerloo Line Extension**Question No: 2020/3486**[Len Duvall OBE](#)

Recognising the financial difficulties facing TfL and in particular large-scale capital projects such the Bakerloo Line extension which are likely to be delayed, can you take steps to secure the route of the Bakerloo Line extension for future implementation?

The Bakerloo Line Extension[The Mayor](#)

Last updated: 19 October, 2020

Safeguarding the route of the proposed Bakerloo line extension is an immediate priority for Transport for London (TfL). TfL is working with its partners at the London boroughs of Lewisham and Southwark to safeguard this much needed scheme through their Local Plans. TfL is also having positive discussions with the Department for Transport around the granting of Statutory Safeguarding directions for the extension as far as Lewisham. This is vital in order to protect the route and would ensure the BLE is well placed for a possible funding bid when the immediate landscape for infrastructure investment is clearer.

VRU funding for those in alternative education settings**Question No: 2020/3487**[Florence Eshalomi MP](#)

How will you ensure that this offer is made to gang associated young women who may be less visibly at risk than young men?

VRU funding for those in alternative education settings[The Mayor](#)

Last updated: 20 October, 2020

My recently launched PRU Support Programme will offer all London boroughs funding (£26,250) to provide the most appropriate type of mentoring that will best meet the needs of their pupils who are at risk of disengaging with their education or getting involved with serious youth violence. A variety of mentoring models will be considered including academic, career, behavioural mentoring for pupils or family mentoring to support the whole family of a vulnerable child. From the growing evidence base and our consultations with PRUs there is increasing concern around young women and girls involvement in gangs. Career mentoring was specifically indicated as a focus for girls in PRUs to address this. PRUs will need to ensure that their programme reflects the needs of all their pupils, and that includes – gender, age and ethnicity specific needs.

Answer for VRU funding for those in alternative education settings[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Congestion Charge (1)**Question No: 2020/3488**[Florence Eshalomi MP](#)

How much money has been raised by extending the hours of the congestion charge?

Answer for Congestion Charge (1)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Congestion Charge (2)**Question No: 2020/3489**[Florence Eshalomi MP](#)

What estimate has the Mayor/ TfL made with regards to the economic impact on businesses of extending the hours of the congestion charge?

Answer for Congestion Charge (2)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Impact of First Homes on London 1**Question No: 2020/3490**[Nicky Gavron](#)

In the 'Changes to the Current Planning System' consultation, the Government proposes that 25% of affordable homes secured through developer contributions should be 'First Homes'. Though called affordable, these homes are for ownership. What is likely to be the impact on the provision of shared ownership, London living rent and social rented homes?

Impact of First Homes on London 1[The Mayor](#)

Last updated: 19 October, 2020

The Government have made clear their intention is for First Homes to replace other affordable home-ownership products first, which will have a significant impact upon shared ownership delivery in London. First Homes are also likely to risk the delivery of much-

needed social rent homes, especially in areas of London where affordability is challenging, as the delivery of social rent often relies on cross-subsidy from the sale of affordable home ownership products.

This is one of the reasons that First Homes are inappropriate in London and I have made this clear to the Government in my response to the 'Changes to the Current Planning System' consultation, which can be read here: www.london.gov.uk/what-we-do/planning/who-we-work/working-government/mayoral-responses-government-consultations

Impact of First Homes on London 2

Question No: 2020/3491

[Nicky Gavron](#)

What percentage of the proposed First Homes are likely to be studio or 1 bed homes?

Impact of First Homes on London 2

[The Mayor](#)

Last updated: 19 October, 2020

Should the Government introduce a requirement to deliver First Homes as part of major planning applications, London Plan policy relating to housing size mix will continue to apply. This means that development proposals should demonstrate a range of housing sizes taking into account the need to deliver mixed and inclusive communities, optimise housing delivery and respond to local need. The overall proportion of First Homes that will come forward as studio or 1 bed homes is unknown at this stage.

Impact of First Homes on London 3

Question No: 2020/3492

[Nicky Gavron](#)

What percentage of the population in London would have access to the proposed First Homes scheme?

Impact of First Homes on London 3

[The Mayor](#)

Last updated: 19 October, 2020

First Homes will not be affordable to the vast majority of Londoners and I have made this clear to the Government in my response to the consultation on 'Changes to the Current Planning System' which can be read here: www.london.gov.uk/what-we-do/planning/who-we-work/working-government/mayoral-responses-government-consultations

Our analysis suggests that based on the average price of a new build home in London, an income of at least £76,000 would be required to afford a First Home at the 30 per cent

discount proposed. This means that only two per cent of households in London would have the required income and savings to access a First Home.

Impact of First Homes on London 4

Question No: 2020/3493

[Nicky Gavron](#)

In the 'Changes to the Current Planning System' consultation paper, paragraph 61 states that First Homes ought to be exempt from paying CIL. Have you investigated what impact this would have on the boroughs?

Impact of First Homes on London 4

[The Mayor](#)

Last updated: 19 October, 2020

If, as proposed in the consultation paper, First Homes replace other types of affordable housing such as shared ownership which are also exempt from paying CIL, this should not have a significant additional impact on the level of infrastructure funding collected through CIL. However, a key issue as set out in my response to Question 2020/3490 and 2020/3492, is that First Homes will not be affordable for the majority of Londoners and will be less affordable than the other intermediate tenures that they will displace, which will make it harder for Londoners to access affordable home ownership. Furthermore, I do not consider that a CIL exemption for First Homes would be necessary, given the lack of need to incentivise their delivery, which in most cases will be more valuable for developers than other forms of affordable housing.

PRISM 2.0

Question No: 2020/3494

[Nicky Gavron](#)

We welcome the launch of PRISM 2.0 app. This app is aimed to accelerate the take-up of Modern Methods of Construction (MMC). How do you think this is going to help developers and housebuilders wishing to build modular housing?

PRISM 2.0

[The Mayor](#)

Last updated: 19 October, 2020

The new version of the Prism design app, which was commissioned by the Mayor in 2018, was re-launched last month by Bryden Wood and Cast. The new version of the Prism design app (Prism '2.0') includes a broader range of design features and integrates new GLA geo-spatial datasets, including London Plan data. Feedback from councils on the app suggests Prism could help developers with early feasibility work (including reducing the high costs involved in this work) and encourage uptake of modular development by enabling greater standardisation of design. The long-term aim of the app is to promote standardisation in

MMC systems across the UK manufacturing market. Greater interoperability between technologies will reduce risk to homebuilders and increase potential to aggregate demand.

Prism is free-to-use and can be accessed here: <https://prism-app.io/>

Metropolitan Open Land in Planning White Paper

Question No: 2020/3495

[Nicky Gavron](#)

Are you concerned at the omission of references to Metropolitan Open Land in the Government's 'Planning for the Future' White Paper and the 'Changes to the current planning system' consultation paper?

Answer for Metropolitan Open Land in Planning White Paper

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Eco Levy

Question No: 2020/3496

[Nicky Gavron](#)

Further to MQ 2020/2019, what would be the advantage to Londoners of devolving the Eco Levy to the Mayor instead of being allocated via the utility companies?

Eco Levy

[The Mayor](#)

Last updated: 19 October, 2020

The principal benefit of having the Energy Company Obligation (ECO) devolved, is that London could receive a fairer share of a pot that all our billpayers pay into. Despite having 13 per cent of Great Britain's population London has only received 4 per cent of the third phase of ECO, running since 2018. I estimate that this means that we are losing over £57m each year. Devolution, similar to that available to Scottish Ministers, would mean money staying in London for the benefit of fuel poor Londoners.

It could also be integrated with my own programmes, such as Warmer Homes and Retrofit Accelerator – Homes, and minimum targets set for the interventions, such as solid wall insulation, that fuel poor Londoners need. I see this as an important part of the work of the London Recovery Board and its missions driving the city's medium to long-term recovery, which will have a particular focus on addressing structural inequalities, supporting the most vulnerable and preventing financial hardship.

Extending Permission in Principle to cover Major Developments**Question No: 2020/3497**

Nicky Gavron

What are your views on the Government's proposal in 'Changes to the Current Planning system' to extend Permission in Principle to cover Major Developments?

Extending Permission in Principle to cover Major Developments

The Mayor

Last updated: 19 October, 2020

The government's proposals represent a huge step change from the existing position which enable Permission in Principle for up to 10 homes to proposals for up to 150 homes and unlimited commercial floorspace. I consider that these proposed changes to Permission in Principle would have wide ranging implications in complex urban areas like London and would place an unfair burden on both local authorities and neighbouring occupiers, given the limited time available for proper scrutiny of the proposed developments. I do not believe that the proposed changes will speed up the delivery of housing and much needed affordable housing in London.

My full response on these proposals can be found in questions 28-34 available at the link:

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

Standard Method**Question No: 2020/3498**

Nicky Gavron

What are your concerns regarding the Government's proposal in 'Changes to the Current Planning system' to change the Standard Method for calculating local housing need?

Standard Method

The Mayor

Last updated: 19 October, 2020

The proposed Standard Method is not fit for purpose and will fail to achieve a sustainable distribution of homes across the country. In London it will not respond to complex housing needs, particularly the urgent need for affordable housing.

This is why in my response to the government's consultation on 'Changes to the Current Planning System', I have called for a more sophisticated model that takes into account the need for affordable housing, supports the regeneration of areas that require it, and achieves deliverable and stable housing requirements.

My full response to the consultation is available here: <https://www.london.gov.uk/what-we-do/planning/who-we-work/working-government/mayoral-responses-government-consultations>

Affordable Housing Contributions on Small Sites

Question No: 2020/3499

[Nicky Gavron](#)

What is your position on the proposal in the Government's 'changes to the Current Planning system' to temporarily raise the threshold for developers to not contribute to affordable housing to 40 or 50 units up from 10?

Affordable Housing Contributions on Small Sites

[The Mayor](#)

Last updated: 19 October, 2020

I strongly oppose the proposals to raise the threshold for affordable housing contributions to 40 or 50 units and have made this clear to the government in my response to the 'Changes to the Current Planning System' consultation which can be read here: www.london.gov.uk/what-we-do/planning/who-we-work/working-government/mayoral-responses-government-consultations

Our analysis estimates a loss of over £0.5bn in affordable housing contributions for London should the government implement this proposal for the suggested 18-month temporary period. In light of the urgent need for affordable housing across the capital, such a potential loss is wholly unacceptable. This is doubly concerning as there is no evidence to suggest that it would have the positive impacts on delivery that the government claim. Instead it is likely to increase uncertainty in the housing market at a critical time and in the context of the impacts from Covid-19.

Playing Fields

Question No: 2020/3500

[Nicky Gavron](#)

How many school playing fields have been lost in the last 10 years in London? What steps are you taking to protect them?

Playing Fields

[The Mayor](#)

Last updated: 19 October, 2020

I do not hold data on the number of school playing fields that have been lost.

I believe in the power of sport to bring communities together and transform lives, which is why my 'Sport for All of Us' strategy focuses on using sport and physical activity to tackle social issues. The London Plan has clear policies to prevent any net loss of sporting and leisure facilities in London's schools, except where there is a surplus, and I also advocate for schools to open-up their sporting facilities to community organisations out of hours.

Sports Venues and football pitches**Question No: 2020/3501**[Nicky Gavron](#)

How many football pitches and sports venues have been lost in the last 10 years in London? What steps are you taking to protect them?

Sports Venues and football pitches[The Mayor](#)

Last updated: 19 October, 2020

I do not hold data on the number of football pitches and sports venues that have been lost.

I believe in the power of sport to bring communities together and transform lives, which is why my 'Sport for All of Us' strategy focuses on using sport and physical activity to tackle social issues. The London Plan has clear policies to prevent any net loss of sporting and leisure facilities in London, except where there is a surplus as identified by a needs assessment, taking into account both local and sub-regional need. I also advocate for schools to open-up their sporting facilities to community organisations out of hours.

Overground Services to Enfield Town**Question No: 2020/3503**[Joanne McCartney](#)

Are there any plans to increase the frequency of London Overground services to Enfield Town? Has the possibility of a shuttle from Enfield Town to Seven Sisters been explored to boost capacity?

Answer for Overground Services to Enfield Town[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Local test and trace services**Question No: 2020/3504**[Joanne McCartney](#)

Given the government's shambolic test and trace system, are there any plans to bring this system under local authority/regional control to ensure improvements are made?

Local test and trace services[The Mayor](#)

Last updated: 19 October, 2020

I am working closely with partners to do all I can to ensure London has an effective test and trace service. Work with partners across London has developed rapidly to enhance the effectiveness of the national model.

The London Contact Tracing and Testing Co-ordination Group has produced a London Testing Strategy. It sets out a shared vision, priorities and areas of focus for improvement, working within the national framework, to maximise the co-ordination across partners. This includes the vital role of London boroughs to put in place local outbreak control plans, and the work I am supporting to deliver the “Keep London Safe” campaign.

PHE London has been able to support boroughs to take on locally led contact tracing to reach people who don't respond to the national NHS Test and Trace service. A small number of boroughs are already operational, and more boroughs will be setting up local delivery in the coming weeks.

European Criminal Records Information System (ECRIS)

Question No: 2020/3505

[Joanne McCartney](#)

Is there confidence that the Metropolitan Police will still have access to the European Criminal Records Information System (ECRIS) after Brexit? If not, what would be the implications for London and the UK?

European Criminal Records Information System (ECRIS)

[The Mayor](#)

Last updated: 19 October, 2020

I am deeply concerned about the potential loss of access to The European Criminal Records Information System (ECRIS), a system which allows authorities in one member state to check whether an individual has any convictions in other member states, to inform investigations and sentencing and bail decisions. Currently no non-EU country has access to ECRIS.

Without access, the fallback is the 1959 European Convention on Mutual Assistance in Criminal Matters. However, this process is not as quick or straightforward as ECRIS.

The UK benefits enormously from ECRIS, and the large population of EU migrants in the UK means we are one of the heaviest users of the system. Without it, we will know less about what UK nationals do overseas and it will be harder to get information about foreign nationals within the UK, reducing our ability to make good decisions about bail or judges' decisions on sentencing. I urge the Government to prioritise the UK retaining access to this key tool.

New Claimant Count in London Boroughs

Question No: 2020/3506

[Joanne McCartney](#)

Which London Boroughs have seen the highest new claimant count over the past 6 months for a) Universal Credit, b) Job Seekers Allowance, and c) total claimant count? Can you please break this down by London Borough?

New Claimant Count in London Boroughs[The Mayor](#)

Last updated: 19 October, 2020

Official data on the number of new Job Seekers allowance claimants by borough is not available, only the total is. Data for boroughs with the highest counts in August 2020 is provided below.

Table 1: JSA count, March '20 - August '20, Top 5 boroughs in August '20

Borough	March	April	May	June	July	August
Ealing	1,161	2,000	2,277	2,480	2,593	2,738
Brent	1,322	2,099	2,391	2,545	2,633	2,721
Hackney	1,604	2,304	2,510	2,579	2,649	2,714
Lambeth	1,155	2,083	2,344	2,451	2,516	2,583
Newham	1,040	1,848	2,079	2,181	2,239	2,346

*Source: DWP **benefits statistics*

The data for Universal Credit (UC) claims is not available at borough level. However, we can look at the number of people on Universal Credit, although only total and not the flows is available. Table 2 presents the data for the 5 boroughs with the highest number of people on UC in August 2020, for the period March-August.

Table 2: Number of people on UC, March '20 – August '20, Top 5 boroughs in August '20

Borough	March	April	May	June	July	August
Croydon	30,350	38,070	46,400	48,180	48,830	50,020
Newham	19,810	25,740	41,780	44,860	46,100	47,150
Enfield	22,030	28,460	37,420	39,570	40,430	41,180
Southwark	22,250	28,300	36,470	38,020	38,980	39,760
Tower Hamlets	20,240	27,740	35,790	37,320	38,500	39,460

Source: DWP benefits statistics

Table 3 presents the Claimant count data for the 5 boroughs with the highest number of claims in August 2020. Please note that an increasing number of people became eligible for unemployment-related benefit support, although still employed. Consequently, changes in Claimant Count will not be due wholly to changes in the number of people who are unemployed.

Table 3: Claimant Count, March '20 – August '20, Top 5 boroughs in August '20

Borough	March	April	May	June	July	August
Newham	8,170	12,815	23,030	23,330	23,515	24,505
Croydon	10,835	16,790	21,860	21,520	21,855	23,060

Brent	7,875	11,970	20,395	21,135	21,330	21,980
Ealing	8,165	12,220	19,845	20,195	20,490	21,370
Lambeth	9,020	13,590	19,885	19,865	20,350	21,070

*Source: **ONS Claimant count*

It is worth noting that the data above is not seasonally adjusted. Comparisons between consecutive periods can be caused by cyclical components of the time series.

Job Losses

Question No: 2020/3507

[Joanne McCartney](#)

How many jobs have been lost over the past 6 months in each London Borough?

Job Losses

[The Mayor](#)

Last updated: 19 October, 2020

Official data on job losses by region or local authority is not timely or readily available. However, we can use data on Labour Market flows for London as an approximation for the people that have left employment. This shows that in the second quarter of 2020 (April-June), 179,000 Londoners became unemployed or economically inactive. Not all of these people will have left employment because of being made redundant.

Claimant count data are sometimes used as proxy for the number of people that have become unemployed. The latest labour Market Update for London provides claimant count data at the borough level.

It is worth noting that an increasing number of people became eligible for unemployment-related benefit support, although still employed. Consequently, changes in Claimant Count will not be due wholly to changes in the number of people who are unemployed.

Job retraining schemes in London

Question No: 2020/3508

[Joanne McCartney](#)

How much government money has been allocated to London for job retraining schemes in the past few months, and to which groups of people are they targeted?

Job retraining schemes in London

[The Mayor](#)

Last updated: 19 October, 2020

In February, the Department for Education (DfE) informed me of the delegated Adult Education Budget (AEB) for the 2020/21 academic year. DfE increased London's AEB allocation by approximately £2.1 million to support demand for adult training following the national roll-out of the National Retraining Scheme 'Get Help to Retrain' service.

In September, DfE allocated an additional £12.9 million of AEB to fund sector-based work academies and high value courses for school and college leavers. The sector-based work academy programme is designed to help Jobcentre Plus claimants improve their job prospects and help employers to fill local vacancies. I have added a further £1.9 million taking the total amount available to support these activities to £14.9 million.

The government recently introduced the Lifetime Skills Guarantee which will support adults without A-levels to gain a Level 3 qualification. I am calling for this to be devolved in line with existing devolution arrangements.

The End of Rail Franchising

Question No: 2020/3510

[Alison Moore](#)

Will the end of the Rail Franchising system in the UK speed up devolution of metro rail routes in London to TfL?

Answer for The End of Rail Franchising

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

TfL Transformation programme (1)

Question No: 2020/3511

[Alison Moore](#)

The TfL Business Plan 2016 sets out TfL's plans for the five years from 2017/18 to 2021/22. It says, "The Transformation Programme will not only drive down costs but change the way TfL operates, keeping us on a solid and sustainable financial footing. It will deliver some £4bn in cost reductions; £2bn of savings from improving procurement and renegotiating contracts; £2bn of savings across the plan years from a new TfL operating model." Can you provide details on what the costs of procurement/contracts and the operating model were in 2016/17 so we can see how a £2bn reduction in each affects the total spend at TfL?

Answer for TfL Transformation programme (1)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

TfL Transformation programme (2)**Question No: 2020/3512**[Alison Moore](#)

Following MQ 2017/5124 can you please provide me with details of the actual savings to date (net and gross) for 2017/18, 2018/19 and 2019/20? Please provide separate figures for the procurement/operating model workstreams.

Answer for TfL Transformation programme (2)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

TfL Transformation programme (3)**Question No: 2020/3513**[Alison Moore](#)

Following MQ 2017/5125 can you please provide me with details of the Projected savings by year of Business Plan (net and gross) that were contained in the TfL Business Plan 2019? Please provide separate figures for the procurement/operating model workstreams.

Answer for TfL Transformation programme (3)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

TfL Transformation programme (4)**Question No: 2020/3514**[Alison Moore](#)

Following the funding agreement with DfT and TfL's emergency budget, please provide me with current figures for the Projected savings by year of Business Plan (net and gross)? Please provide separate figures for the procurement/operating model workstreams.

Answer for TfL Transformation programme (4)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Visitors to London (1)**Question No: 2020/3515**[Alison Moore](#)

How many unique visitor oyster cards were used in 2015, 2016, 2017, 2018 and 2019?

Answer for Visitors to London (1)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Visitors to London (2)**Question No: 2020/3516**[Alison Moore](#)

How much fares income did visitor oyster cards generate in 2015, 2016, 2017, 2018 and 2019? Can you breakdown the income into that which reached the daily cap and that which did not?

Answer for Visitors to London (2)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Visitors to London (3)**Question No: 2020/3517**[Alison Moore](#)

For contactless cards are you able to identify which cards were issued in the UK and which were not? If you can do so, please provide details of how many unique contactless cards of each type were used in 2015, 2016, 2017, 2018 and 2019?

Answer for Visitors to London (3)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Visitors to London (4)**Question No: 2020/3518**[Alison Moore](#)

For contactless cards are you able to identify which cards were issued in the UK and which were not? If you can do so, please provide details of how much fares income did

contactless cards of each type generate in 2015, 2016, 2017, 2018 and 2019? Can you breakdown the income into that which reached the daily cap and that which did not?

Answer for Visitors to London (4)

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

School Buses

Question No: 2020/3519

[Alison Moore](#)

Have the additional buses designated by TfL as 'School Services' been successful at i) coping with the increase in demand for buses, as students, teachers and other school staff return to work and ii) making space for other customers on regular bus services?

School Buses

[The Mayor](#)

Last updated: 19 October, 2020

Yes, despite the challenging nature of introducing extra capacity so quickly after the Government confirmed schools would be returning in September, this has been a success. This is because designated school services can carry up to 60 pupils on a double-deck bus, in line with Government guidance. This frees up space for adults on regular services, where double deck buses continue to have capacity for 30-35 people to support social distancing. As a result, overall capacity is 50 per cent higher on routes with alternate school services at peak school times, benefitting both schoolchildren and adults.

Transport for London (TfL) has also boosted school services with 230 extra buses. Without designated school services, it would not have been possible to adequately support the return of schools at a time when social distancing has reduced capacity by around 70 per cent.

A comprehensive communications campaign has helped ensure schools and customers are aware of the changes, and TfL has closely monitored demand, capacity and customer and stakeholder feedback. It has subsequently introduced further designated school services, especially in the afternoons when background demand has remained relatively strong.

School buses (2)

Question No: 2020/3520

[Alison Moore](#)

Can you confirm whether children and young people on school buses and additional 'school services' buses are obliged to wear a mask and if so, how this is being monitored and enforced?

Answer for School buses (2)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Mask wearing on buses**Question No: 2020/3521**[Alison Moore](#)

What is the current level of compliance with mask wearing across bus routes? How is mandatory mask wearing on buses being monitored and enforced?

Mask wearing on buses[The Mayor](#)

Last updated: 19 October, 2020

Compliance with the requirement to wear face coverings on public transport is measured through periodic observations by frontline staff, CCTV monitoring and customer research.

Compliance on the transport network continues to be high, particularly in the peak, at between 90% – 95%. It is estimated that approximately five per cent of the population is exempt or has legitimate reason not to wear a face covering, and Transport for London (TfL) does not expect 100 per cent face covering compliance on its services. TfL's Mystery shopping on the bus and rail network during September found that 88% of assessors observed 'most' or 'all' customers wearing a face covering throughout the day.

TfL has also introduced a process where frontline staff, like bus drivers, can report issues with non-compliance. This intelligence is then used to identify locations where additional interventions may be required, such as targeted communications or enforcement activity. Between 4 July and 12 October, TfL enforcement officers stopped 108,307 people from getting on the public transport network until they put on a face covering. TfL officers prevented 7,869 people from boarding and ejected 1,827 people from the service. TfL's Investigations Appeals and Prosecutions team has issued 553 Fixed Penalty Notices.

Additionally, since the beginning of September, TfL's policing partners in the Metropolitan Police Service (MPS) have removed or prevented access to over 2,600 people from TfL services, and issued 44 FPNs. Both the MPS and TfL will only issue FPNs as a last resort, prioritising achieving compliance.

For passengers who are exempt from wearing a face covering, TfL has provided exemption cards, and has recently introduced exemption badges to help customers let staff, police and other customers know that they are exempt. These are both available on the TfL website.

Temporary suspension of free travel for under 18s in London**Question No: 2020/3522**[Alison Moore](#)

According to a recent paper presented to the London Councils' Transport and Environment Committee's Executive Sub Committee in relation to the temporary suspension of free travel for under 18s in London, 'the latest position from TfL is that the earliest possible date they could physically implement the necessary fares and Oyster card changes for 11-15-year-olds is 4 January 2021 and 1 February 2021 for 16-17-year-olds.' Has the Government confirmed that it agrees to this new timeline?

Answer for Temporary suspension of free travel for under 18s in London[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Rail Devolution**Question No: 2020/3523**[Alison Moore](#)

Publication of the Government's response to the Williams Review into the future of the UK's railways is now expected later this year. What further representations have you made to the Government about the review in respect to devolution to London of suburban rail routes – in addition to those outlined in 2019/14546 – particularly considering the recent Government announcement to end to the rail franchising model?

Answer for Rail Devolution[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Low Traffic Neighbourhoods**Question No: 2020/3524**[Alison Moore](#)

How are you and Transport for London (TfL) assessing the effectiveness of publicity and consultation arrangements for Low Traffic Neighbourhoods and other schemes implemented under your Streetspace programme?

Answer for Low Traffic Neighbourhoods[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Evictions in London**Question No: 2020/3526**[Murad Qureshi](#)

The ban on evictions ended on Monday 20th September. With half a million Londoners now potentially facing eviction what early effects have we seen in London as a result?

Evictions in London[The Mayor](#)

Last updated: 19 October, 2020

I am very concerned that half a million Londoners potentially face eviction now that the evictions ban has come to an end, and the replacement to the furlough scheme is set to put many more Londoners' livelihoods at risk. With no further financial support forthcoming, Government is running out of time to prevent a wave of evictions in the spring, when the new six-month notice periods for renters expire.

This is why I am calling on government to provide grants to help renters affected by Covid to pay their rent and clear their arrears, make changes to the welfare system to better support renters to sustain their tenancies and give me powers to implement a two-year rent freeze for private rented tenancies in London while the extent of the crisis becomes clear. I am also urging Government to fund boroughs to protect renters from illegal evictions, maintain standards and conditions and provide accommodation for Londoners who are made homeless.

I continue to press the Government to give me powers to implement my London Model of tenure reform, and to introduce rent control.

Workplace parking places**Question No: 2020/3527**[Murad Qureshi](#)

In your response to my question 2020/2062, you stated that we have 740,000 vehicles regularly driving into work in London. Could you please give me a breakdown by borough, in which parts of Greater London these workplace parking places are at present?

Answer for Workplace parking places[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Permitted Development Rights**Question No: 2020/3528**[Murad Qureshi](#)

Following on from MQ 2019/3835 how many net new homes have been provided through Permitted Development conversion to residential use in 2018/19 and 2019/20, and how many of these have been for affordable homes?

Answer for Permitted Development Rights[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

New Rough Sleeping Accommodation Programme**Question No: 2020/3529**[Murad Qureshi](#)

How many homes does the Mayor anticipate the New Rough Sleeping Accommodation Programme to provide? What are the timescales for when these homes will be ready for use?

New Rough Sleeping Accommodation Programme[The Mayor](#)

Last updated: 19 October, 2020

The first year of my new Rough Sleeping Accommodation Programme is expected to deliver at least 900 homes for former rough sleepers to be ready for occupation by 31 March 2021. Having assessed and moderated the bids, we are now waiting for the Secretary of State to sign off allocations so that we can confirm successful bids and move forward to delivery.

First dibs for Londoners (1)**Question No: 2020/3530**[Murad Qureshi](#)

How many "first dibs" properties have been placed on the Homes for Londoners portal? How many of them were Help to Buy homes? Please break down the figures by month.

First dibs for Londoners (1)[The Mayor](#)

Last updated: 19 October, 2020

Please see my response to Mayor's Question 2020/3532.

First dibs for Londoners (2)**Question No: 2020/3531**[Murad Qureshi](#)

Have you begun to look at Land Registry and other data to monitor whether 'first dibs' is helping Londoners to be the ultimate buyers of more homes? What did you find?

First dibs for Londoners (2)[The Mayor](#)

Last updated: 19 October, 2020

Please see my response to Mayor's Question 2020/3532.

First dibs for Londoners (3)**Question No: 2020/3532**[Murad Qureshi](#)

When will the review of the voluntary 'first dibs' offer begin?

First dibs for Londoners (3)[The Mayor](#)

Last updated: 19 October, 2020

I will provide an update on any review of First Dibs in due course.

First dibs for Londoners (4)**Question No: 2020/3533**[Murad Qureshi](#)

You have said, "all options are on the table, including looking again at using planning powers to achieve my goal and urging Ministers to change the law". Can you outline what planning powers and changes to the law you believe will help you achieve your goal?

First dibs for Londoners (4)[The Mayor](#)

Last updated: 19 October, 2020

Please see my response to Mayor's Question 2020/3532.

New Workforce Homes**Question No: 2020/3534**[Murad Qureshi](#)

The May 2018 London Housing Strategy says you will "explore incentives for businesses to provide investment in new homes which could benefit their workforce". Can you update me on this work and what incentives, if any, you have identified?

New Workforce Homes[The Mayor](#)

Last updated: 19 October, 2020

Given the urgent need for affordable housing and the importance of retaining key public sector workers, I have focused on working with major public sector employers and land owners. With NHS trusts and other partners, I established the London Estates Board so that surplus land can be identified, and proper investment secured to deliver the affordable homes key workers need.

Live-Work Units**Question No: 2020/3535**[Murad Qureshi](#)

How many Live-work units have been funded through the 2016-21 Affordable Homes Programme?

Live-Work Units[The Mayor](#)

Last updated: 19 October, 2020

The GLA Open Project system used to project manage schemes approved in the Affordable Housing 2016-21 programme does not hold information to explicitly identify these types of projects. Funding approvals for all projects are made on the merit of the general affordable housing criteria set out in the AH 16-21 and Addendum funding guides available on the GLA website.

New Homes on GLA Group Land**Question No: 2020/3536**[Murad Qureshi](#)

Please provide details on how many homes you aim to build on GLA Group Land. Please provide details on how many homes have been completed to date. Please break down the figures by what part of the GLA owns the land, TfL, LFB, MPS, etc.

Answer for New Homes on GLA Group Land[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Public Sector Land**Question No: 2020/3537**[Murad Qureshi](#)

Please provide details on the successful bids you have made to develop other public sector land for housing, including how many homes will be provided and the affordable housing breakdown?

Public Sector Land[The Mayor](#)

Last updated: 19 October, 2020

The GLA does not competitively bid for sites in a market context and instead works to achieve the satisfaction of best consideration with partner landowners through effective negotiation and an understanding of stakeholder priorities. The GLA has successfully secured the following projects, with more currently being negotiated:

St Ann's Hospital was acquired from the NHS using my Land Fund and is currently in a procurement process to secure a development partner for over 700 homes, 60% genuinely affordable. This includes 50 homes for community led housing, with the remaining affordable homes - 60% at social rent levels, 20% London Living Rent and 20% Shared Ownership.

A former NHS site at North Middlesex University Hospital was bought from LocatED using my Land Fund and a partner will shortly be sought using London Development Panel 2 to deliver over 200 homes, of which 50% will be genuinely affordable.

Working with the Mayor's Office for Policing and Crime a former Metropolitan Police site in Hendon is being prepared to be taken to market. This site is estimated to deliver over 700 homes of which 60% will be genuinely affordable.

Homes for NHS Workers**Question No: 2020/3538**[Murad Qureshi](#)

Since May 2016 how many homes have been delivered across the capital's NHS sites? Of those homes how many have been ringfenced for health service workers?

Homes for NHS Workers[The Mayor](#)

Last updated: 19 October, 2020

The London Estates Board was formed in 2017 and since this time it has been possible to identify an estimated 4,500 new homes delivered or planned for delivery on former NHS land. This number includes approximately 35% affordable homes.

The two sites purchased by the Greater London Authority within this timeframe, land at St Ann's Hospital and North Middlesex Hospital, are committed to delivering a proportion of homes with priority allocations to NHS workers.

As there is no national NHS database for identifying the delivery of homes for staff the London Estates Delivery Unit is working with NHS organisations in the capital to identify the number homes planned on existing sites or on sites to be released by the NHS in London.

Housing Association Partnerships

Question No: 2020/3539

[Murad Qureshi](#)

In July 2017 you announced eight new strategic partnerships with housing associations, that would deliver 38,500 genuinely affordable homes. Have you agreed any further strategic partnerships? Please provide details on how many genuinely affordable homes each of your current strategic partners are due to deliver.

Housing Association Partnerships

[The Mayor](#)

Last updated: 19 October, 2020

Yes. There are eighteen strategic partnership agreements with housing providers currently in the programme. The below table provides a breakdown by organisation.

Strategic Partner	No. Homes
A2 Dominion	2,152
Catalyst	2,300
Clarion	5,488
Connected Partnership	1,456
Guinness	1,750
Home Group	1,000
Hyde	4,093
L&Q	15,230
LB Newham	1,196
Metropolitan Thames Valley	2,000
Network	2,245
Newlon	1,108
Notting Hill Genesis	6,737
One	1,683
Optivo	3,600
Peabody	6,785
Southern	1,268
Swan	1,542

Data as at 7th October 2020

Smaller Housing Associations

Question No: 2020/3540

Murad Qureshi

What advice, support, and assistance for smaller housing associations who have an appetite to develop their homebuilding capacity? What funding have you provided? What discussions have you had with partners about the additional support they would require to increase their affordable housing delivery?

Smaller Housing Associations

The Mayor

Last updated: 19 October, 2020

I recognise the contribution small and medium sized Housing Associations (HAs) make to building affordable homes in London. I want to offer support to this sector as I understand the challenges they may face with securing finance, land and the right expertise.

I have invested in the Build London Partnership, helping organisations who lack inhouse development capacity to acquire new affordable homes. I am also working to get more land into the hands of small and medium HAs through the Small Sites, Small Builders programme and the London Plan (Intend to Publish version) policies to support small sites.

In July last year, I went further by launching an offer for small and medium HAs that allows for earlier draw down of grant, flexible loan finance and the development of strategic partnerships. Details of this offer can be found here: <https://www.london.gov.uk/what-we-do/housing-and-land/increasing-housing-supply/support-smaller-and-medium-sized-housing-associations>

Called In Applications

Question No: 2020/3541

Murad Qureshi

How many applications have you called in because you a) are not satisfied with the viability information submitted by the applicant, the assumptions that underpin the information, or the level of scrutiny given by the LPA; b) considers the viability information submitted may suggest a higher level of affordable housing could reasonably be provided; or c) because a significant contribution to affordable housing could be forgone due to other grounds and you want to review the weight the LPA has given to competing planning objectives?

Called In Applications

The Mayor

Last updated: 19 October, 2020

I have made fixing the housing crisis one of my top priorities. I have called in 4 applications where I was not satisfied with viability and I considered the Council had not scrutinised viability sufficiently - (Swandon Way (Wandsworth); National Institute for Medical Research (Barnet); Osiers Road (Wandsworth); and Stag Brewery (Richmond). There have been a

further 2 applications where I was not satisfied with viability and the borough had identified this as a reason for refusal - Biscuit Factory (Southwark) and Thameside West (Newham).

By calling in applications I have been able to increase the amount of affordable housing being delivered in London, through optimising development where appropriate, rigorously reviewing viability information and balancing the weight given to competing planning objectives, in particular the need for affordable housing against height/density. Following call in, I have approved 15 applications providing 14,962 homes in total of which 6,028 (40%) were affordable.

Local Affordable Housing Targets

Question No: 2020/3542

[Murad Qureshi](#)

Which boroughs have local affordable housing targets? Please provide details of what those targets are.

Local Affordable Housing Targets

[The Mayor](#)

Last updated: 19 October, 2020

The affordable housing policies by local planning authority are in the spreadsheet 'MQ 2020-3542 Affordable housing targets'.

Land and Resources

Question No: 2020/3543

[Murad Qureshi](#)

How have you worked with councils, housing associations and co-operatives to help them invest their land and resources effectively? Particularly around their right-to-buy receipts and resources from smaller organisations.

Land and Resources

[The Mayor](#)

Last updated: 19 October, 2020

The GLA works with councils, housing associations and community-led housing organisations (including co-operatives) through our funding programmes, namely through the Building Council Homes for Londoners scheme, our Right to Buy ringfence offer, our offer to small and medium-sized housing associations (which includes making available earlier drawdown of grant and our Small Sites, Small Builders programme), as well as through the Land Fund Programmes and the Community Housing Fund.

The Housing and Land team recognises the challenges facing councils in identifying enough land for housing, and we work closely with our borough partners to support them to address specific land and infrastructure requirements preventing homes from being built.

This close collaboration and support has helped us to ensure available resources are deployed to unlock new sites for housing.

Using public land creatively to generate future income

Question No: 2020/3544

[Murad Qureshi](#)

Can you update me on your work to explore the full range of options available to maximise best value from publicly owned land in London?

Using public land creatively to generate future income

[The Mayor](#)

Last updated: 19 October, 2020

I have continued to lobby government to consider changes to the General Disposal Consent and the application of Stamp Duty Land Tax (SDLT) which would enable public sector landowners in London to approach land disposal more creatively.

The GLA's Public Land and Planning Teams have been supporting MOPAC to use the Portfolio approach outlined in the Intend to Publish London Plan to maximise both land value achieved and affordable housing delivery. A valuation exercise has shown that by taking sites through the London Development Panel 2 a higher land receipt is expected to be generated for the public sector combined with greater certainty over delivery. By agreeing to resource the procurement of a development partner without GLA Land and Property Limited acquiring the site there no requirement to pay SDLT. This practical workaround could be replicated with other public landowners in advance of reforms being agreed.

TfL is also putting its land to better use and has adopted a variety of routes to ensure best value. From targeted disposals, to offering leases of its retail and office space, to developing underutilised land for housing, TfL's property programme generates growing long-term revenue which is reinvested back into the transport network.

Housing Investment (1)

Question No: 2020/3545

[Murad Qureshi](#)

Since becoming Mayor, how have you used City Hall as a platform to attract institutional investors, pension and other investment funds to finance homes for longterm, secure rent?

Housing Investment (1)

[The Mayor](#)

Last updated: 19 October, 2020

It is desirable to secure institutional investment in addition to the significant funds I am already investing to build the affordable homes London so desperately needs. Through MD2616 Investment Structures and Subsidiaries, I have authorised the Homes for

Londoners team to undertake market-testing and commission necessary advice to identify a Land Fund model that will enable the implementation of pooled investment.

The team are currently undertaking market testing to establish the model and are engaging with a number of organisations in the market including, the London Pension Fund Authority, Local Pensions Partnership and London Pension Collective Investment Vehicle.

Proposals for schemes with the potential to generate returns that would be attractive to other investors are also being developed by my team and these will help us bring in additional investment that can work with or alongside my existing Land Fund.

While recognising the benefits of attracting institutional investment into affordable housing in London, I am also clear that it will not be able to make up for the lack of sufficient investment by the Government.

Housing Investment (2)

Question No: 2020/3546

[Murad Qureshi](#)

Since becoming Mayor, how much investment has been secured and how many Build to Rent homes have been funded as a result?

Housing Investment (2)

[The Mayor](#)

Last updated: 19 October, 2020

The GLA does not hold information on the total amount of institutional investment in Build to Rent in London.

However, I continue to support the development of Build to Rent (BtR) homes as they make a significant positive contribution to meeting London's housing needs. My London Plan (Intend to Publish version) policies has a tailored approach towards the sector so that purpose built rented homes, including those at London Living Rent levels, are developed.

My Homes for Londoners team are also working to bring forward GLA owned land for the development of BtR homes.

incentives for businesses

Question No: 2020/3547

[Murad Qureshi](#)

Please update me on your work to explore incentives for businesses to provide investment in new homes which could benefit their workforce.

incentives for businesses[The Mayor](#)

Last updated: 19 October, 2020

Please see my answer to Mayor's Question 2020/3534.

borrowing for housebuilding**Question No: 2020/3548**[Murad Qureshi](#)

What effect, if any, has the abolition of the HRA borrowing cap had on the amount of borrowing for housebuilding taken on by London's Councils?

borrowing for housebuilding[The Mayor](#)

Last updated: 19 October, 2020

I supported the removal of HRA borrowing restrictions, recognising that this was necessary for councils to access more borrowing to finance development. A survey from the Local Government Agency last year found that 89 per cent of councils across the UK were considering expanding their homebuilding programmes as a direct result of the HRA borrowing cap being abolished.

However, while necessary and important, the abolition of the borrowing cap alone is not sufficient to increase council housebuilding levels. While most councils can now increase their level of borrowing, this does not address the significant gap in subsidy that cannot be filled by borrowing, and must be plugged through grant, or by securing more homes through the planning system via S106 agreements. More grant is needed to unlock affordable homebuilding at the levels Londoners truly need.

The GLA does not have a role in monitoring HRA borrowing and we do not hold data on council borrowing for the purposes of housebuilding.

2008-11 Affordable Homes Programme**Question No: 2020/3549**[Murad Qureshi](#)

What level of funding was allocated to London in the 2008-11 Affordable Homes Programme (not including any rollover amounts from previous programmes)? How many homes were due to be delivered under this programme? How many were actually delivered?

2008-11 Affordable Homes Programme[The Mayor](#)

Last updated: 19 October, 2020

The 2008-11 Affordable Homes Programme was managed by the Homes and Communities Agency (now Homes England) with funding applied on a national basis inclusive of London.

Detail of delivery by programme are available on the GLA's website in the quarterly housing statistics tables (https://www.london.gov.uk/sites/default/files/affordable_housing_starts_and_completions_-_end_of_june_2020.pdf).

2011-15 Affordable Homes Programme

Question No: 2020/3550

[Murad Qureshi](#)

What level of funding was allocated to London in the 2011-15 Affordable Homes Programme (not including any rollover amounts from previous programmes)? How many homes were due to be delivered under this programme? How many were delivered?

2011-15 Affordable Homes Programme

[The Mayor](#)

Last updated: 19 October, 2020

The 2011-15 Affordable Homes Programme was administered by the Homes and Communities Agency up to the April 2012, when affordable housing functions transferred to the GLA. The GLA transfer settlement included £552m for the AH 2011-15 programme.

Details of affordable housing delivery by programme are available on the GLA's website in the quarterly housing statistics tables (https://www.london.gov.uk/sites/default/files/affordable_housing_starts_and_completions_-_end_of_june_2020.pdf).

Public Land

Question No: 2020/3551

[Murad Qureshi](#)

How have you taken the lead in developing public land?

Public Land

[The Mayor](#)

Last updated: 19 October, 2020

My Housing and Land team is working with development partners to deliver thousands of homes on the GLA's land, maximising the delivery of affordable housing with award-winning projects such as Beam Park in the London Boroughs of Barking and Dagenham, and Havering delivering 50% genuinely affordable housing. The team has successfully brought sites to the market and secured ambitious development partners on a wide range of housing projects.

The GLA's dedicated Public Land team works with public landowners across London to release land for housing. The Public Land team regularly engages with a wide range of public landowners to identify development opportunities and to support other organisations to bring land to the market in a way which support my objectives for Good

Growth in London through provision of resources and expertise, including the use of the London Development Panel 2 and my Small Sites, Small Builders Programme. The team helps to foster positive working relationships between different public bodies which in turn has led to better coordination of projects

The Royal Docks development is also a good example of how I have taken the opportunity to create a focused delivery plan for development of public land, setting clear objectives and working with key stakeholders (LB Newham) to deliver them.

TfL's development programme is also driving forward genuine change on public land to deliver new homes and ensure that land is being used effectively where it is no longer required for operational use.

Use it or Lose it (1)

Question No: 2020/3552

[Murad Qureshi](#)

What 'use it or lose it' powers do you have that allow you to make sure developers who have planning permission build homes and do not land-bank?

Answer for Use it or Lose it (1)

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Use it or Lose it (2)

Question No: 2020/3553

[Murad Qureshi](#)

How have you exercised your 'use it or lose it' powers? What effect, if any, as it had on the number of homes built and the amount of land banked?

Answer for Use it or Lose it (2)

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

London-wide not-for-profit lettings agency (1)

Question No: 2020/3554

[Murad Qureshi](#)

In MQ 2018/0868 you said, "Because of the Government's agreement to ban letting agencies' fees, what we are going to do in the short-term and medium-term is use the [property] portal to amplify those social letting agencies that boroughs have already set up.

At this stage, we do not think there is a need to set up our own London social letting agencies". What plans, if any, do you have to re-visit the idea of a London-wide not-for-profit lettings agency?

London-wide not-for-profit lettings agency (1)

[The Mayor](#)

Last updated: 19 October, 2020

I have no plans to revisit a London-wide not-for-profit lettings agency. The main purpose of this manifesto commitment was to tackle the egregious fees letting agents were charging tenants across London in 2016 when I was elected. Thanks to lobbying by me and other voices in the sector, these fees were banned in 2018. In the intervening years, many councils in the capital have moved away from the social lettings agency model as it is increasingly difficult to establish viable schemes in London, where the market for landlords' business is enormously competitive. There are better ways that I can support renters, including my Rogue Landlord and Agent Checker, my new private rented sector enforcement qualification for councils, the illegal eviction prevention training I have arranged for Met police officers, and lobbying for changes to security of tenure and welfare. I continue to support organisations running social lettings agencies.

London-wide not-for-profit lettings agency (2)

Question No: 2020/3555

[Murad Qureshi](#)

Please list which boroughs have social letting agencies.

London-wide not-for-profit lettings agency (2)

[The Mayor](#)

Last updated: 19 October, 2020

This data is not available at present. However, the issue of social lettings agencies was raised at a recent meeting of my Private Rented Sector Partnership of London boroughs. As referenced in my response to MQ 2020/3554, many councils reported that they were moving away from this model as a means of securing properties.

London-wide not-for-profit lettings agency (3)

Question No: 2020/3556

[Murad Qureshi](#)

Please outline how many rental properties have been listed on your property portal from any borough's social letting agency. Please breakdown the data by month and by borough.

London-wide not-for-profit lettings agency (3)

[The Mayor](#)

Last updated: 19 October, 2020

No properties are currently listed on my property portal from council social lettings agencies. As set out in my previous responses to MQ 2020/3555 and MQ 2020/3554, given the letting fee ban, many councils report that they are moving away from the social lettings agency model and concentrating on other, more effective avenues to support private renters.

As a result, given the recent feedback from councils, affordable home ownership opportunities will remain the main focus of the portal.

Landlord Licensing (1)

Question No: 2020/3557

[Murad Qureshi](#)

How many boroughs had a selective landlord licensing scheme in May 2016? How many have them now? Please list the councils by name.

Landlord Licensing (1)

[The Mayor](#)

Last updated: 19 October, 2020

The following boroughs had selective licensing schemes in place in May 2016:

Barking and Dagenham

Brent

Croydon

Harrow

Southwark

Tower Hamlets

Waltham Forest

The following boroughs currently have selective licensing schemes in place:

Barking and Dagenham

Bexley

Brent

Ealing

Hackney

Hammersmith and Fulham

Harrow

Newham

Redbridge

Southwark

Tower Hamlets

Waltham Forest

Landlord Licensing (2)

Question No: 2020/3558

[Murad Qureshi](#)

You have previously lobbied the Government for the powers to approve selective and borough-wide schemes in London to be devolved. Can you update me on your efforts and the Government's response?

Landlord Licensing (2)

[The Mayor](#)

Last updated: 19 October, 2020

I am a firm supporter of London-wide property licensing and believe well-designed and operated licensing schemes can improve standards and conditions for London's private renters.

At present, Government has the final say on whether new schemes can be implemented, and the system allows significant variation between how different councils approach and operate licensing schemes. The result is a confusing patchwork of different schemes and conditions.

Therefore, I take every opportunity to push Government to devolve powers on approving licensing schemes and have done so consistently in my time as Mayor. I will continue to work with local authorities through my Private Rented Sector Partnership to understand their needs and concerns regarding the current property licensing system while calling for these powers.

Landlord Licensing (3)

Question No: 2020/3559

[Murad Qureshi](#)

What progress have you made on making the case to government for London-wide landlord licensing?

Landlord Licensing (3)[The Mayor](#)

Last updated: 19 October, 2020

Please see my response to Mayor's Question 2020/3558.

Rogue Landlord and Agent Checker**Question No: 2020/3560**[Murad Qureshi](#)

How many cases have been added to the Rogue Landlord and Agent Checker since it began? Please break down by financial year and enforcement authority.

Rogue Landlord and Agent Checker[The Mayor](#)

Last updated: 19 October, 2020

2,334 records of civil penalties or prosecutions have been uploaded to my Rogue Landlord and Agent Checker since its launch in December 2017. The requested breakdown of these records is presented below:

Enforcement authority	2017/18	2018/19	2019/20	2020/21 (to date)	Total
Barking and Dagenham		19	28		47
Barnet		13	6		19
Bexley		2			2
Brent	84	18	12		114
Bromley		1			1
Camden	77	145	109	29	360
Croydon		6	23		29
Ealing		22			22
Enfield		7			7
Greenwich	25	22		31	78
Hackney		8		2	10
Hammersmith and Fulham		7	11		18
Haringey		20	2		22
Harrow		1	4		5
Havering		6	55		61
Hillingdon		3			3
Hounslow		34	11		45
Islington	34	6	1		41
Kensington and Chelsea		6			6

GREATER LONDON AUTHORITY

LONDON ASSEMBLY

Lambeth		4	8		12
Lewisham		2		13	15
London Fire Brigade	55				55
Merton		30		4	34
Newham	176	285	144	55	660
Ombudsman Services		1			1
Property Redress Scheme	19				19
Redbridge		10	36	4	50
Enforcement authority(cont'd)				2020/21 (to date)	Total
Richmond upon Thames		8	7	2	17
Southwark	70	63	66		199
Sutton	5				5
The Property Ombudsman	6	11	15	1	33
Tower Hamlets	6	77	7		90
Waltham Forest	43	73	16	17	149
Wandsworth		17	3	2	22
Westminster	31	19	28	5	83
Total	631	946	592	165	2334

In its first years of operation, the number of cases uploaded to the Checker included historic records of enforcement action taken against rogue landlords or agents. A reduction in council enforcement activity as a result of COVID-19 restrictions has also led to fewer new records being added this year. I continue to call on the Government to ensure councils have the resources they need to effectively enforce against the minority of criminal landlords and agents operating in London's private rented sector.

Housing Association Rents

Question No: 2020/3561

[Murad Qureshi](#)

How have you worked with housing associations to keep their rents down? What effect, if any, on the level of rents has there been?

Housing Association Rents

[The Mayor](#)

Last updated: 19 October, 2020

Regulation of the Rent Standard is the responsibility of the Regulator of Social Housing. I am committed to increasing the supply of homes for low-cost rent, including those for social rent.

Pay-to-Stay**Question No: 2020/3562**[Murad Qureshi](#)

Which Boroughs and Housing Associations in London have used their discretion to charge market or near market rents to tenants with an income of £60,000 or more a year?

Pay-to-Stay[The Mayor](#)

Last updated: 19 October, 2020

The GLA does not hold this information.

Retrofit Accelerator - Homes**Question No: 2020/3563**[Murad Qureshi](#)

What is the budget of the Retrofit Accelerator – Homes programme?

Retrofit Accelerator - Homes[The Mayor](#)

Last updated: 19 October, 2020

My Retrofit Accelerator – Homes programme aims to transform the way London retrofits its ageing and energy-inefficient housing to create warm, affordable and ultra-low carbon homes.

The programme has an overall budget of £3.6m, composed of £1.8m European Regional Development Fund grant matched by £1.8m of Greater London Authority budget (this breaks down as £1.018m in 2019/20, £1.234m in 2020/21, £1.260m in 2021/22 and £88k in 2022/23). This revenue expenditure pays for a technical assistance team, additional specialist services (such as legal advice) and a programme evaluation.

Retrofit Accelerator Workplaces programme**Question No: 2020/3564**[Murad Qureshi](#)

What is the budget of the Retrofit Accelerator Workplaces programme? When does the programme end? How many organisations are currently signed up? What sign up targets do you have, if any?

Retrofit Accelerator Workplaces programme[The Mayor](#)

Last updated: 19 October, 2020

The budget for the Retrofit Accelerator – Workplaces programme is £3,740,130 (50% GLA and 50% European Regional Development Fund) for the period September 2019 to September 2022. The programme will therefore end in September 2022.

Since the new delivery team has been mobilised (July 2020) under this current contract, they have signed up six new public sector organisations which is on target. Their contractual target is to sign-up at least 24 new organisations by September 2022. A sign-up means a London public sector organisation that the project has not worked with before using a Support Plan to access the services of the Retrofit Accelerator Workplaces programme.

Leaseholder Advice

Question No: 2020/3565

[Murad Qureshi](#)

What work have you done with London boroughs to ensure leaseholders can access high-quality advice on service charges and leasehold extension?

Leaseholder Advice

[The Mayor](#)

Last updated: 19 October, 2020

Last year my former Deputy Mayor James Murray sent a letter to London boroughs to remind them of the upcoming lease extensions of Right to Buy properties, as many of these leases approach 80 years remaining (after which they can be more costly to extend). The letter suggested that councils support lease extension by promoting the benefits of this to their leaseholders. In February 2019 I launched my Leasehold Guide for Londoners which helps leaseholders understand what can be a complex and confusing topic and signposts them to further advice where needed, including in relation to service charges and lease extensions.

Nightstop (1)

Question No: 2020/3566

[Murad Qureshi](#)

What funding, if any, has the Mayor provided to the Nightstop service? Please breakdown by financial year.

Nightstop (1)

[The Mayor](#)

Last updated: 19 October, 2020

City Hall does not fund the Nightstop service.

Nightstop (2)

Question No: 2020/3567

[Murad Qureshi](#)

Do you know how many young people have been supported by the Nightstop service? Please breakdown by financial year.

Nightstop (2)[The Mayor](#)

Last updated: 19 October, 2020

We do not hold this data regarding the Nightstop service.

Platform for Life and Homelessness Change programmes**Question No: 2020/3568**[Murad Qureshi](#)

How many homes were funded via this programme and how many young people have been supported? Please breakdown both figures by financial year.

Platform for Life and Homelessness Change programmes[The Mayor](#)

Last updated: 19 October, 2020

Allocations to deliver 669 homes by 31 March 2022 for people who are homeless or at risk of homelessness have been made through my Homelessness Change and Platform for Life programme. Of these, 542 have started on site, of which 384 completed by the end of 2019/20. The table below shows starts on site and completions by year up to 31 March 2020. Details of the characteristics of people moving into and receiving support in the homes are held by housing providers not the GLA. However, nine of the 384 completions are for Platform for Life, which is specifically aimed at young people.

	2016/17	2017/18	2018/19	2019/20	Total
Starts on site	381	82	69	10	542
Completions	22	205	93	64	384

Empty Homes premium (1)**Question No: 2020/3569**[Murad Qureshi](#)

Which of London's councils levy the empty homes premium? Please name those that do and those that do not.

Empty Homes premium (1)[The Mayor](#)

Last updated: 19 October, 2020

Data on the number of dwellings in each London borough that are subject to the empty homes premium is published by the Ministry for Housing, Communities and Local Government as part of its Council Taxbase statistics.

Empty Homes premium (2)**Question No: 2020/3570**[Murad Qureshi](#)

You have said you will work with councils to lobby Government for changes to make the Empty Homes premium more effective. Can you outline our lobbying efforts, what you have been lobbying for and what response, if any, the Government have provided?

Empty Homes premium (2)[The Mayor](#)

Last updated: 19 October, 2020

I wrote to the Government in 2017, calling on it to allow councils to charge the premium at whatever rate they feel necessary to incentivise occupation. I also reiterated these points in my response to the Government consultation on the Stamp Duty Land Charge surcharge for overseas buyers. The Government increased the empty homes premium to 100% from April 2019, but while this is certainly welcome, allowing councils to set the levy would enable them to do more to ensure properties are occupied – or to gain a more valuable income stream where homes do remain vacant.

I note that in 2014 my predecessor Boris Johnson called for at least a ten-fold increase in council tax for homes that had been empty for a year or more.

Neighbourhood Planning Act (2017)**Question No: 2020/3571**[Murad Qureshi](#)

In what ways, if any, did the Neighbourhood Planning Act (2017) deliver a much better Compulsory Purchase Order system for London?

Neighbourhood Planning Act (2017)[The Mayor](#)

Last updated: 19 October, 2020

Compulsory Purchase Orders are an important tool for driving regeneration. The legislation governing these powers developed piecemeal over time and has been criticised for its complexity. The 2017 Act was introduced to simplify and provide more certainty in respect of the CPO procedure and streamline the process for GLA Group bodies to work together to promote CPOs.

While the additional certainty provided is positive and a step in the right direction in terms of codification and consolidation of the CPO legislation, there remain further reforms that I want government to make in relation to the introduction of new land assembly mechanisms and resources. The current land assembly system still presents a barrier to realising the benefits of funding for land interventions through inflated land prices and transaction costs – reforming the 1961 Land Compensation Act to remove ‘hope value’, changing the rules around public land disposals and streamlining the compulsory purchase system would make funding for land acquisitions go further and help increase housing supply.

Buy-to-Leave**Question No: 2020/3572**[Murad Qureshi](#)

Which boroughs, if any, have identified issues of new homes being left empty? What support are you offering those boroughs to put in place mechanisms which seek to ensure new homes are occupied?

Buy-to-Leave[The Mayor](#)

Last updated: 19 October, 2020

The GLA does not hold a comprehensive record of which boroughs have ever identified issues of new homes being left empty. I support boroughs that do identify this as an issue in using their powers, such as the empty homes premium or Empty Dwelling Management Orders. There is a particular risk of new homes being left empty in a market downturn, and in July my Housing Delivery Taskforce called on Government to fund a £3.5bn buyer of last resort scheme to purchase market homes for affordable housing at cost price if a buyer cannot be found.

The MET's war crimes team**Question No: 2020/3573**[Murad Qureshi](#)

How many people work in the Metropolitan Police's war crimes team and what is the team's annual budget?

Answer for The MET's war crimes team[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

MET's scoping exercise**Question No: 2020/3574**[Murad Qureshi](#)

How many scoping exercises is the Metropolitan Police war crimes team currently conducting, and in which parts of the world do they relate to?

Answer for MET's scoping exercise[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

MET's mercenaries**Question No: 2020/3575**[Murad Qureshi](#)

Is the Metropolitan Police war crimes team receiving co-operation from the Foreign, Commonwealth and Development Office for its investigation into British mercenaries in Sri Lanka, including access to files relating to mercenaries such as FCO 37/3978?

Answer for MET's mercenaries[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Ladbroke Grove Kiosk**Question No: 2020/3576**[Murad Qureshi](#)

What is TfL doing about the removal of a derelict telephone kiosk on the side of the entrance to Ladbroke Grove tube station? It is situated almost under a bridge which unfortunately attracts a lot of rubbish and litter.

Answer for Ladbroke Grove Kiosk[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Blue badges**Question No: 2020/3577**[Murad Qureshi](#)

How many blue badges are registered to be exempt from congestion charging in Central London?

Answer for Blue badges[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Care Home Covid-19 tests**Question No: 2020/3579**[Onkar Sahota](#)

Are you and the London Transition Board confident that care homes in London have access to sufficient tests and that those tests are being analysed in a timely manner?

Care Home Covid-19 tests[The Mayor](#)

Last updated: 19 October, 2020

I have lobbied the Government for additional testing capacity for London. Ensuring that care homes have access to tests for regular routine testing of staff and residents is essential to protect care home residents and the wider community. The Department of Health and Social Care (DHSC) has provided testing kits to all London's care homes for older people and people with dementia that have registered for regular retesting kits. The kits provide weekly tests for staff and monthly tests for residents through Pillar 2 testing. DHSC is contacting the remaining small number of care homes who have not registered to encourage them to do so. Numbers of testing kits for London's care homes did reduce during August but increased again at the end of September. The national median turnaround time for care home testing for w/c 24 September was 59 hours.

For suspected outbreaks in care homes PHE undertakes testing under Pillar 1 and the tests are processed through PHE laboratories. Our London PHE and NHS services are working together to provide a pan-London service and improving the co-ordination and capacity of these labs is one of the priorities of the London Testing Strategy.

Pay for Care Home Workers**Question No: 2020/3580**[Onkar Sahota](#)

Care workers have been the unsung heroes of the pandemic. Would you agree that the Government's promised plan to fix social care should provide a guarantee that care workers are paid the real living wage (and London Living Wage in the capital) alongside the funding required by local authorities to make this possible?

Pay for Care Home Workers[The Mayor](#)

Last updated: 19 October, 2020

continued to work hard to serve Londoners, time and time again – often without adequate remuneration and make an immense contribution to the health and welfare of our city.

I have long argued that our care workers, along with all of London's vital key workers, are paid at least the London Living Wage.

The Government must increase investment in the social care workforce, enabling local authorities to commission services that pay their workers the London Living Wage. And they must publish their long awaited plans for social care as matter of urgency.

Funding for the Strategic Coordination Group**Question No: 2020/3581**[Onkar Sahota](#)

Who was responsible for the funding of the Strategic Coordination Group (i.e. did staff seconded from each organisation continue to be paid from their original organisation or was a lead agency in charge of funding staff who worked exclusively with the SCG)?

Answer for Funding for the Strategic Coordination Group[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Funding for the London Transition Board**Question No: 2020/3582**[Onkar Sahota](#)

How is the London Transition Board funded (i.e. do staff seconded from each organisation continue to be paid from their original organisation; which organisation is responsible for producing minutes of meetings and arranging meetings and etc)?

Answer for Funding for the London Transition Board[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Funding for the Recovery Board**Question No: 2020/3583**[Onkar Sahota](#)

How is the London Recovery Board funded (i.e. do staff seconded from each organisation continue to be paid from their original organisation; which organisation is responsible for producing minutes of meetings and arranging meetings and etc)?

Funding for the Recovery Board[The Mayor](#)

Last updated: 19 October, 2020

Existing staff from the GLA and other partners have been seconded or re-deployed to work on the recovery programme. Meetings for the London Recovery Board and London Recovery Taskforce are arranged by GLA Corporate secretariat staff with minutes produced by them also and published on the GLA website on the London Recovery webpages: London Recovery Board and Taskforce Minutes. For completeness, members of the London Recovery Board are not remunerated for their work on the board (nor are members of its subgroups).

World Mental Health Day**Question No: 2020/3584**[Onkar Sahota](#)

I welcome the work you and your teams carried out to mark World Mental Health Day. How did ThriveLDN and your Peer Outreach team work together to coordinate a virtual festival for World Mental Health Day and what outcomes were achieved?

World Mental Health Day[The Mayor](#)

Last updated: 19 October, 2020

The virtual World Mental Health Day Festival, which took place on Saturday, 10 October, was a young Londoner-led event co-developed between my Peer Outreach Team and Thrive LDN.

Two Peer Outreach Workers lead the event development, with support from Thrive LDN colleagues, to deliver a programme designed to support young Londoners build resilience and promote positive wellbeing. The festival-style schedule featured Peer Outreach Workers and a line-up of other young performers, artists and speakers they selected.

Hundreds of Londoners were able to come together in a virtual, safe space to discuss the challenges they face, share experiences and learn about tools and resources to promote good mental health and wellbeing. A collection of discussions, spoken word, poetry, and live music, all pre-recorded and performed at London's Young Vic theatre, is now available online for Londoners to access freely to help tackle the stigma and open up conversations around mental health.

Wellbeing Ambassador**Question No: 2020/3585**[Onkar Sahota](#)

The London Recovery Board has stated its ambition for London to have 250,000 wellbeing ambassadors. What will the role of a wellbeing ambassador entail?

Wellbeing Ambassador[The Mayor](#)

Last updated: 19 October, 2020

I am working with partners to develop a wellbeing ambassador scheme that is both culturally competent and useful for London's diverse communities.

The role of wellbeing ambassadors will be designed in partnership with local people, building local capacity and developing a scheme that will offer culturally appropriate training, support and coaching. We will learn from and build on similar schemes and networks.

Work will start in those communities most affected by the pandemic, where wellbeing ambassadors will be enabled to offer wider support and services.

Test and Trace App Uptake in London**Question No: 2020/3586**[Onkar Sahota](#)

Are you collecting information on, or receiving information from the Government regarding, the uptake of the NHS Test and Trace App in London?

Test and Trace App Uptake in London[The Mayor](#)

Last updated: 19 October, 2020

The NHS Test and Trace App was launched by the Government on 24 September. I have not received any information on the uptake of the app so far, or results from the trial in Newham. I am asking for this data to be included into my regular weekly public health briefings.

The app is one part of the NHS Test and Trace system. Londoners must have confidence that they can get a test if they need one and get the results quickly. An incomplete test and trace system risks our economy and vital services grinding to a halt.

Discussions with Council leaders regarding lockdown measures in London**Question No: 2020/3587**[Onkar Sahota](#)

Can the Mayor please outline the nature of his recent meetings with Council Leaders regarding lockdown measures in London, and explain the extent to which these discussions are fed into Government decision making around regional restrictions.

Answer for Discussions with Council leaders regarding lockdown measures in London[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Maintenance of Greenery on TfL Roads**Question No: 2020/3589**[Navin Shah](#)

In February I raised the issue of overgrown shrubs on Argenta Way in Brent, which are protruding into the road and blocking a road sign, with TfL. I was promised further info in March, but now 6 months later have received no update. Can an update please be provided?

Answer for Maintenance of Greenery on TfL Roads[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Cashless London Underground**Question No: 2020/3590**[Navin Shah](#)

I understand that a number of London Underground stations have become temporarily cashless, with other stations being considered to become cashless. Have you considered the impact on those on lower incomes and young people who do not have bank accounts? Can you assure us that this is just a 'temporary' arrangement?

Answer for Cashless London Underground[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Bus Travel Safety**Question No: 2020/3591**[Navin Shah](#)

A constituent has complained of recent incidents involving bus route H9 (operated by London United) carrying passengers well over double the capacity with a number of children observed standing. Incidents have been reported to me expressing concerns about lack of social distancing and the bus drivers ignoring limits on capacity. Can you please explain how the passenger numbers are monitored on buses, what instructions the drivers have and how the safety rules are enforced on all bus routes?

Bus Travel Safety[The Mayor](#)

Last updated: 19 October, 2020

Transport for London (TfL) is monitoring routes across the network to see if some journeys for schoolchildren as well as adults need more capacity at particularly busy times. While checks on H9 passenger numbers from daily driver observations have not indicated any significant issues, the route will continue to be tracked like other services in case anything changes.

Bus drivers can use a pre-recorded announcement to inform boarding customers that the bus has reached its safe capacity and another to remind customers about social distancing. There is also a 'Bus Full' sign that can be placed in the bus windscreen to inform waiting customers at subsequent stops.

TfL has provided designated school services on certain routes, boosting capacity at school times and freeing up space on regular services for other customers.

Step-Free Schemes – Phase 2

Question No: 2020/3592

[Navin Shah](#)

8 stations were announced to become step free as part of phase 2 of your accessibility programme. Given the funding crisis I am told that the implementation of these schemes will depend on third party funding. How confident are you of finding third party funding for these stations in order to meet the revised completion date of 2024?

Answer for Step-Free Schemes – Phase 2

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Working from Home -Digital Connectivity

Question No: 2020/3593

[Navin Shah](#)

A recent Travelwatch survey suggests Londoners expecting to work from home in future has gone up for the 3rd week running and is now at 69%. During the pandemic and the recovery period, it's most critical that the large number of Londoners working from home, have reliable and enhanced digital connectivity. What is being done to improve rapidly the connectivity, how is this monitored and what role operators are playing to maintain consistent coverage and attend to faults. Can you also advise the support you're getting from government to provide an adequate level of guidance and resources?

Working from Home -Digital Connectivity

[The Mayor](#)

Last updated: 19 October, 2020

I am working with partners to improve London's digital connectivity. The GLA is coordinating over £41 million of funding from different sources, including £8.5 million from DCMS and £6 million from MHCLG, to work with boroughs to boost full fibre coverage across London by connecting public sector sites in areas of poor coverage, enabling surrounding properties to become more commercially viable for further private investment by utilising the fibre infrastructure that we will deploy.

Providers continue to make big announcements for digital infrastructure investment in London and work closely with my Connected London team to improve coverage and maximise their infrastructure investment by addressing deployment issues. Throughout the lockdown, the team has been working with providers to help them access sites and carry out urgent work.

Government have provided their Digital Connectivity Portal (<https://www.gov.uk/guidance/digital-connectivity-portal>), which provides guidance and references tools such as the Standardised Mobile Agreement template I developed in partnership with the British Standards Institute to address mobile not spots.

Health Guidance in Other Languages

Question No: 2020/3594

[Navin Shah](#)

It is fantastic to see guidance issued to Londoners in languages other than English, especially as we know Covid-19 disproportionately affects BAME communities. Are there plans to produce more video guidance in other languages, or in any other locations such as posters on the underground?

Answer for Health Guidance in Other Languages

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Winter Preparations (1)

Question No: 2020/3595

[Navin Shah](#)

What action are you taking to ensure that London is ready and prepared for the difficult winter ahead due to the virus?

Answer for Winter Preparations (1)

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Winter Preparations (2)

Question No: 2020/3596

[Navin Shah](#)

Have any plans been put in place to protect London's homeless population from the bitter cold and the virus this winter?

Winter Preparations (2)[The Mayor](#)

Last updated: 19 October, 2020

I am extremely concerned at the complacency and inaction from the Government on this issue at such a late stage in the year. It is critical that they urgently commit to fully funding self-contained accommodation like hotels which we know is the safest way to protect those who would otherwise be sleeping rough during the winter months. The recent announcement by the Government of £10 million of national funding for winter support for rough sleepers is woefully inadequate.

I am also very concerned that the Government's recently published operating principals on night shelters appear to do little more than pass the buck to councils and charities. Homeless people should not be forced to choose between sleeping rough and potentially being exposed to COVID-19 in a communal dormitory setting.

London's world leading response to bring rough sleepers into hotels to safely self-isolate resulted in very low COVID-19 infection rates amongst homeless people. Without a safe and robust plan, there is a real risk not only that all the positive work that we have all jointly done as part of the Everyone In programme will be undermined, but also that London will see soaring COVID-19 infection rates among rough sleepers spreading to the wider community as a result.

Fire Risks in Schools (1)**Question No: 2020/3597**[Navin Shah](#)

According to new research by Zurich Municipal, schools in England pose a significantly higher risk of fire than other types of commercial buildings. Does London Fire Brigade have any audit of fire safety of schools in London and what strategy they have for regularly monitoring fire safety and advising schools in this respect?

Answer for Fire Risks in Schools (1)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Fire Risks in Schools (2)**Question No: 2020/3598**[Navin Shah](#)

The research by Zurich Municipal shows the case for sprinklers in schools and they have launched a parliamentary petition calling on MPs to change the law on sprinklers in schools (to make sprinklers mandatory) in England. Do you support this and would you lobby the Government to achieve this?

Answer for Fire Risks in Schools (2)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Impact of 24/7 bus lanes on Lambeth & Southwark households**Question No: 2020/3599**[Florence Eshalomi MP](#)

Mr Mayor I am committed to your overall plans to discourage a car-led recovery from the COVID 19 pandemic. 28 of the 100 bus lanes that make up the recently introduced 24/7 bus lanes, fall within my constituency. What is the Mayor and TfL doing to ensure that the right balance is being struck between the needs of businesses and households and the need for cleaner London air?

Answer for Impact of 24/7 bus lanes on Lambeth & Southwark households[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Estate regeneration projects**Question No: 2020/3600**[Murad Qureshi](#)

As of 17th July 2020, there were 39 estate regeneration projects where the GLA has approved funding since introducing the Resident Ballot Requirement. Which schemes, if any, resulted in a net loss of social housing?

Estate regeneration projects[The Mayor](#)

Last updated: 19 October, 2020

Officers are drafting a response. Please be advised that there may be some delay as the data required in order to answer your question fully is not yet available.

Research into Central Activities Zone**Question No: 2020/3602**[Leonie Cooper](#)

On 15 September, you announced that you are commissioning a piece of 'major new research' into the future of central London's economy. Who have you commissioned for this research? What is the cost? And what do you expect the project to achieve?

Research into Central Activities Zone[The Mayor](#)

Last updated: 19 October, 2020

The research will be put out to competitive tender very soon, with a prospective contract award notification planned for early November when the commissioning partner will be confirmed. As procurement is due to commence, the details of the budgeted cost cannot be shared at this stage.

The research seeks to develop an evidence base that makes sense of the emerging trends across the key sectors and strategic functions of the CAZ. The primary focus of the research is on the medium-term (2-5 years) and longer-term (5-10 years) impacts of these trends. The evidence base will inform policy making by the GLA Group and family, boroughs and sub regional partnerships, Central Government and the private sector.

Annual report 2019/20**Question No: 2020/3603**[Andrew Boff](#)

When are you planning to send your 2019/20 Annual Report to the Assembly, as set out in Section 46 of the GLA Act?

Annual report 2019/20[The Mayor](#)

Last updated: 19 October, 2020

The 2019/20 Annual Report was sent to the Assembly on 14 October 2020.

Tree canopy target**Question No: 2020/3604**[Andrew Boff](#)

In your London Environment Strategy, you set a target to increase the area of London under tree canopy by 10 per cent of the current level by 2050. What is your progress in relation to this target?

Tree canopy target[The Mayor](#)

Last updated: 19 October, 2020

In Spring 2018 I published the London Tree Canopy Cover map which used high-resolution aerial imagery to provide the best assessment of London's tree canopy cover to date. This confirmed that 21 per cent of the capital's land area is covered by trees.

In my Environment Strategy I committed to undertake further assessments every 5 years to track changes in canopy cover. A further assessment using the same methodology will be undertaken in 2023. Annual assessments are not considered to be good use of resources as

any annual change is likely to be within the margin of error that occurs using such techniques.

Since 2016, I have supported the planting of 286,000 trees. 5,000 more street trees will be planted this winter, and in July I announced plans to create two new woodlands covering 84 hectares in our Green Belt, which will plant 140,000 more trees.

I am also working with the Forestry Commission and the London Urban Forest Partnership on a London Urban Forest Plan, to establish additional priority actions for the capital's trees.

Protection of trees

Question No: 2020/3605

[Andrew Boff](#)

You say that your London Plan is clear that boroughs should protect veteran trees and ancient woodlands in their development plans and retain trees of value wherever possible – are you confident that this is happening and what is the definition of 'wherever possible'?

Protection of trees

[The Mayor](#)

Last updated: 19 October, 2020

The Trees and Woodlands policy in my new London Plan states that, in their Development Plans, boroughs should protect veteran trees and ancient woodlands. This is consistent with the National Planning Policy Framework as these are irreplaceable habitats. Local planning decisions should be made based on these clear policy statements.

I have gone further than national policy by stating that other trees of value should be retained 'wherever possible'. This is a necessary caveat; the presence of valuable trees (other than veteran trees or ancient woodland) cannot be a reason for refusal as this would be contrary to national policy. If, regrettably, trees of value are removed as part of the planning decision process, my Tree and Woodlands policy requires compensatory planting based on the value of the benefits provided by the trees that are lost using a recognised methodology such as i-Tree or CAVAT.

Biodiversity net gain

Question No: 2020/3606

[Andrew Boff](#)

In your London Environment Strategy, you say that you will develop a biodiversity net gain approach for London. What measurable progress have you made to date with this?

Biodiversity net gain[The Mayor](#)

Last updated: 19 October, 2020

The Government included a proposal for a mandatory biodiversity net gain in the Environment Bill. My Environment Strategy and London Plan included policies to develop and promote biodiversity net gain in anticipation of the framework that would be provided by Government legislation. Unfortunately, the Environment Bill has yet to be passed into law.

Nevertheless, biodiversity net gain can also be delivered through my Urban Greening policy in the new London Plan. I will publish detailed guidance on the application of the Urban Greening Factor, and how it can help to achieve biodiversity net gain, as supplementary guidance to the new London Plan before the end of the year.

Rewilding**Question No: 2020/3607**[Andrew Boff](#)

What specific plans do you have to support the Government's recent announcement in relation to rewilding?

Rewilding[The Mayor](#)

Last updated: 19 October, 2020

Whilst the Government has not made any specific announcements about rewilding, in his recent speech the Prime Minister did commit to ensuring the protection of 30% of the UK's land by 2030 – an increase of 4%. However, this will entail extending landscape designations (e.g. National Park or Area of Outstanding Natural Beauty) to parts of the British countryside. Most of these areas are agricultural landscapes.

Nevertheless, I welcome the Government commitment as this will help enhance biodiversity. In London I continue to invest in projects that do support rewilding. For example I am supporting rewilding of rivers through my Greener City Fund and my planning powers, and this winter we will start the planting of 84 hectares of new woodland in the Green Belt of Enfield and Havering in partnership with Enfield Council and the Woodland Trust. The Enfield project is the first stage of a potentially more extensive rewilding project.

TfL Advertising (2)**Question No: 2020/3608**[Andrew Boff](#)

In the light of the impact of Covid-19 on TfL's advertising revenue, are there any plans to review any policies which currently restrict the types of advertising permitted on the TfL network?

Answer for TfL Advertising (2)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

TfL Advertising (3)**Question No: 2020/3609**[Andrew Boff](#)

In the light of the impact of Covid-19 on TfL's advertising revenue, can you provide details of any advertising or commercial opportunities TfL have taken up to address the shortfall?

Answer for TfL Advertising (3)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Culture at Risk Business Support Fund Applications (1)**Question No: 2020/3610**[Andrew Boff](#)

How many applications were there for support from the Culture at Risk Business Support Fund?

Culture at Risk Business Support Fund Applications (1)[The Mayor](#)

Last updated: 19 October, 2020

My £2.3 million Culture at Risk Business Support Fund is providing emergency assistance to sustain cultural and creative venues most at risk of falling into administration, many of whom are unable to benefit from Government schemes or funding from Arts Council England.

The funding is being distributed by three organisations: Music Venue Trust, with Safer Sounds Partnership; Creative Land Trust; and the British Film Institute. To date, a total of 226 grant applications have been submitted to the fund.

Culture at Risk Business Support Fund Applications (2)**Question No: 2020/3611**[Andrew Boff](#)

How many applicants received support from the Culture at Risk Business Support Fund?

Culture at Risk Business Support Fund Applications (2)

[The Mayor](#)

Last updated: 19 October, 2020

My £2.3 million Culture at Risk Business Support Fund is providing emergency assistance to sustain cultural and creative venues most at risk of falling into administration, many of whom are unable to benefit from Government schemes or funding from Arts Council England.

To date, grants have been given to 122 grassroots music venues, LGBTQ+ venues, independent cinemas and artist workspaces across London. This has supported 11,500 creative practitioners and protected venues and their employees during the initial lockdown period.

As well as this, the Culture at Risk Business Support Fund is providing ongoing advice and guidance, supporting a further 127 venues so far who have been badly impacted by COVID-19. Additional specialist business support continues to be provided to creative businesses in all London boroughs through my Culture at Risk Office, the London Business Hub and Pay It Forward London.

Culture at Risk Business Support Fund Eligibility Criteria

Question No: 2020/3612

[Andrew Boff](#)

What were the criteria for eligibility for support from the Culture at Risk Business Support Fund?

Culture at Risk Business Support Fund Eligibility Criteria

[The Mayor](#)

Last updated: 19 October, 2020

My £2.3 million Culture at Risk Business Support Fund is providing emergency assistance to sustain cultural and creative businesses most at risk of falling into administration, many of whom are unable to benefit from Government schemes or funding from Arts Council England.

Delivery partners assessed applications against the following criteria;

Criteria	Details
Financial information	Current financial status, projected loss, evidence of how the grant will resolve the immediate shortage.
Legal documentation	Copy of lease / mortgage and overview of applications made to reduce /defer payments in light of Covid-19
Other funding sought	Evidence of other support solicited and/or received to decrease liabilities.
Future resilience	Demonstration of how continued Covid-19 restrictions would be managed.

Equality and
Diversity

Evidence of business' policy of adherence to all principals of the
Equality Act 2010 and proactive application of that policy.

Culture at Risk Business Support Fund Decision Making

Question No: 2020/3613

[Andrew Boff](#)

What are the names of the people who took the decisions on grants from the Culture at Risk Business Support Fund?

Culture at Risk Business Support Fund Decision Making

[The Mayor](#)

Last updated: 19 October, 2020

My £2.3 million Culture at Risk Business Support Fund is being distributed by three organisations: Music Venue Trust (MVT) with LGBTQ+ Venues Forum; Creative Land Trust and the British Film Institute. Each partner established a robust assessment framework against which independent panel members assessed each application. Decisions on applications from LGBTQ+ venues were ratified by the MVT's board. A list of panel members can be found in the appendix.

Culture at Risk Business Support Fund Declarations of Interests

Question No: 2020/3614

[Andrew Boff](#)

What interests were declared by the people who took the decisions on grants from the Culture at Risk Business Support Fund?

Culture at Risk Business Support Fund Declarations of Interests

[The Mayor](#)

Last updated: 19 October, 2020

My £2.3 million Culture at Risk Business Support Fund is being distributed by three organisations: Music Venue Trust with LGBTQ+ Venues Forum; Creative Land Trust and the British Film Institute.

Each partner established robust assessment processes, including declarations of interest for all panel members. Declarations of Interest are held by the distribution partners. Where conflicts of interest arose related to specific applications, those panel members did not take part in the assessment of that application. The process is in line with the Charities Commission guidance related to conflicts of interest.

CSR Submission - Old Oak & Park Royal (1)**Question No: 2020/3615**[Andrew Boff](#)

Further to your submission to the government's Comprehensive Spending Review, which areas of land would be included in your funding request for Old Oak and Park Royal?

CSR Submission - Old Oak & Park Royal (1)[The Mayor](#)

Last updated: 19 October, 2020

OPDC is currently scoping work to inform a potential future bid for funding. This work is being developed closely in line with the preparations for submitting modifications to our draft Local Plan. We will be engaging with our local stakeholders and community throughout that process.

We have identified sites for development, largely around the new HS2 Interchange Station at Old Oak Common, which are now subject to landowner engagement and discussion at the OPDC board.

CSR Submission - Old Oak & Park Royal (2)**Question No: 2020/3616**[Andrew Boff](#)

What is the basis for the claim in your CSR submission that 25,000 homes could be provided at Old Oak and Park Royal, in view of the Planning Inspector's ruling and the status of Car Giant's land?

CSR Submission - Old Oak & Park Royal (2)[The Mayor](#)

Last updated: 19 October, 2020

Since the Inspector's Interim findings last year, OPDC has identified additional sites for development, largely on public sector sites close to the new HS2 Old Oak Common Station and these are the basis of the proposed modifications to OPDC's draft Local Plan.

This will include reallocating some land from industrial to mixed-use to accommodate the 6,335 homes that the Inspector removed from the Plan. We are confident that this new approach can deliver our full housing targets, as well as enabling important local employment sites to remain protected.

CSR Submission - Old Oak & Park Royal (3)**Question No: 2020/3617**[Andrew Boff](#)

Where would the 25,000 homes mentioned in your CSR submission for Old Oak and Park Royal be located?

CSR Submission - Old Oak & Park Royal (3)[The Mayor](#)

Last updated: 19 October, 2020

Since the Inspector's Interim findings last year during the Local Plan Examination, OPDC has identified additional sites for residential led development to replace those the Inspector identified should be removed from the Plan. These sites are mainly around the new HS2 Interchange Station at Old Oak Common and are largely in public sector ownership, and we are proposing to submit this new work as modifications to OPDC's draft Local Plan.

We are confident that this new evidence will confirm that we have viable land for 25,000 homes in the period to 2038.

CSR Submission - Old Oak & Park Royal (4)**Question No: 2020/3618**[Andrew Boff](#)

Having previously been awarded £250m by the Government's Housing Infrastructure Fund for Old Oak and Park Royal and subsequently having to turn down the funding, how would you avoid the same thing happening again with any CSR funding?

CSR Submission - Old Oak & Park Royal (4)[The Mayor](#)

Last updated: 19 October, 2020

OPDC is working to submit modifications to its draft Local Plan that will demonstrate that its full London Plan housing targets can be delivered, using a new approach to priority sites, largely to the west and north of the new HS2 interchange at Old Oak Common. This new approach should lead to a firm planning policy foundation for any future bid for infrastructure funding. This will avoid the difficulties associated with our previous bid for Housing Infrastructure Funding which proved impossible to fulfil because of rapid changes to local industrial land values.

Preparing London for a Second Wave of Covid-19**Question No: 2020/3620**[Andrew Boff](#)

How are you preparing London for a second wave of COVID-19?

Answer for Preparing London for a Second Wave of Covid-19[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Preparing London for Localised Lockdown Restrictions**Question No: 2020/3621**[Andrew Boff](#)

How are you preparing London for localised lockdown restrictions?

Answer for Preparing London for Localised Lockdown Restrictions[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Alternate Seat Blocking on the TfL Network**Question No: 2020/3622**[Andrew Boff](#)

Will you consider blocking alternate seats on transport across the TfL network to help maintain social distancing?

Answer for Alternate Seat Blocking on the TfL Network[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Proposed ULEZ Expansion**Question No: 2020/3623**[Andrew Boff](#)

As part of the Mayor's Environment Strategy, did you estimate the number of motorcycles, cars, light vans and minibuses registered in London which would be affected by the expansion of the ULEZ planned for October 2021 and do you have any data on how the numbers of such vehicles have changed since that assessment was carried out?

Answer for Proposed ULEZ Expansion[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Uber Legal Action**Question No: 2020/3624**[Andrew Boff](#)

How much did your recent legal action against Uber cost?

Uber Legal Action[The Mayor](#)

Last updated: 19 October, 2020

In November 2019, Transport for London (TfL) refused to grant Uber London Limited (Uber) a new private hire operator's licence due to a pattern of failures and several breaches that placed passenger safety at risk.

Uber appealed the decision and the case was heard at Westminster Magistrates' Court. Uber did not challenge TfL's evidence and the Court accepted that the action taken by TfL to keep passengers safe was appropriate.

Having considered all of the written and oral evidence, the Court found that Uber was, at the time of the appeal hearing, fit and proper to hold a licence. Details of the judgment are provided [here](#).

TfL's costs were £374,770 and the Court ordered Uber to pay them in full.

TfL Free Flu Jabs**Question No: 2020/3625**[Andrew Boff](#)

Why was the offer of free flu jabs removed from TfL staff?

Answer for TfL Free Flu Jabs[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

TfL network usage (1)**Question No: 2020/3626**[Gareth Bacon MP](#)

How many incidences of overcrowding have there been on the TfL network since the lockdown period began? Which line(s) and/or station(s) were affected by each incidence?

Answer for TfL network usage (1)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

TfL network usage (2)**Question No: 2020/3627**[Gareth Bacon MP](#)

Since the lockdown period began, have there been any incidences of tube delays which have resulted in overcrowding on platforms and/or in stations? Which line(s) and/or station(s) were affected by each incidence?

Answer for TfL network usage (2)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

TfL network usage (3)**Question No: 2020/3628**[Gareth Bacon MP](#)

Are the current levels of tube service regularity sufficient to prevent overcrowding on platforms and/or in stations? Have there been any incidences of train irregularity causing such problems, and if so, which line(s) and/or station(s) were affected?

Answer for TfL network usage (3)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Commission for Diversity in the Public Realm (1)**Question No: 2020/3629**[Gareth Bacon MP](#)

How many GLA officers across the GLA Group are currently working on the Commission for Diversity in the Public Realm initiative? Please provide a breakdown of officers by directorate and grade.

Commission for Diversity in the Public Realm (1)[The Mayor](#)

Last updated: 19 October, 2020

London is one of the most diverse cities in the world, but many Londoners do not see themselves or their histories reflected in our public realm. This cannot continue and that is why this initiative has been welcomed by Londoners, boroughs, partners and other cities.

The Commission for Diversity in the Public Realm programme is being delivered by my Culture and Creative Industries and Communities and Social Policy Units, drawing on expertise from across the GLA group, and externally, as necessary. The programme is overseen by my Deputy Mayors, Justine Simons OBE and Dr Debbie Weekes-Bernard.

The programme currently has one dedicated officer, drawing in support and expertise from across the existing teams. Staffing support in future will be agreed through the GLA's business planning processes.

Commission for Diversity in the Public Realm (2)

Question No: 2020/3630

[Gareth Bacon MP](#)

Will the minutes and actions of meetings from the Commission for Diversity in the Public Realm be made public? And if so, what will the timetables for publication be?

Commission for Diversity in the Public Realm (2)

[The Mayor](#)

Last updated: 19 October, 2020

Notes and actions from meetings of the Commission for Diversity in the Public Realm will be published regularly. Updates on the Commission's work will be reported in my monthly Mayor's Report. The timetable for these will be set by the Commission, who will meet for the first time later this year once recruitment is complete.

Commission for Diversity in the Public Realm (3)

Question No: 2020/3631

[Gareth Bacon MP](#)

Given that the Mayor founded the Commission for Diversity in the Public Realm and it is due to be chaired by two Deputy Mayors, how will the independence of the Commission's members be secured and protected?

Commission for Diversity in the Public Realm (3)

[The Mayor](#)

Last updated: 19 October, 2020

Addressing the diversity in London's public realm is up to everyone and partnership will be essential. As Mayor of London it's right that I convene the Commission, London Councils, Partners Board members and other stakeholders to work on this together, to represent all Londoners. There have been over 900 letters about the Commission so far, showing its importance to the public.

Commission members are being recruited through an open selection process to provide independent input, expertise and challenge. The recommendations and work of the Commission will be further supported and balanced by the Partners Board and ongoing public events.

My Deputy Mayors, Justine Simons and Debbie Weekes-Bernard held a cross-party roundtable with 11 Council Leaders on 3 September. Cross-party borough leaders present agreed the Terms of Reference of the Commission and set up a Borough Working Group,

open to all borough representatives across all parties, to share information and working practices.

Commission for Diversity in the Public Realm (4)

Question No: 2020/3632

[Gareth Bacon MP](#)

How do you plan to ensure that the Commission for Diversity in the Public Realm is politically neutral?

Commission for Diversity in the Public Realm (4)

[The Mayor](#)

Last updated: 19 October, 2020

As Mayor of London it's right that I convene the Commission, Partners Board, Councils and other stakeholders to work together to ensure that all Londoners feel they are represented in London's public realm.

On 3 September my Deputy Mayors, Justine Simons OBE and Dr Debbie Weekes-Bernard held a cross-party meeting with 11 Council Leaders. At the meeting, Leaders agreed the Terms of Reference of the Commission and set up a Borough Working Group, which is open to borough representatives from all political parties.

My Partners Board includes a range of organisations representing different interests, including Arts Council England, Black Cultural Archives, English Heritage, National Heritage Lottery Foundation and Shape Arts. My community engagement team will play a key role ensuring that a wide range of Londoners and community groups are represented in the Commission's stakeholder engagement. The Commission is being recruited through an open process based on clear Terms of Reference.

Commission for Diversity in the Public Realm (5)

Question No: 2020/3633

[Gareth Bacon MP](#)

How do you plan to assess the effectiveness and measure the success of the Commission for Diversity in the Public Realm?

Commission for Diversity in the Public Realm (5)

[The Mayor](#)

Last updated: 19 October, 2020

The purpose of the Commission for Diversity in the Public Realm is to lead a London-wide conversation on how to achieve greater diversity of representation across the public realm and heritage sites. This will focus on increasing presence and visibility of underrepresented groups including Black, Asian and minority ethnic, women, LGBTQ+ and disabled groups and include consideration of representation of socio-economic diversity.

As set out in the Terms of Reference, the Commission will:

1. Make recommendations on new commission (statues, memorials, blue plaques, commemorations, murals, street art, street names, public art)
2. Provide an overview of existing representation in the public realm in London.
3. Create best practice on commissioning works and contested heritage.

A detailed workplan, in line with an agreed budget, will be set out at the first Commission meeting. Once agreed, clear measures of success will be defined and monitored against this plan and the goals outlined above.

Commission for Diversity in the Public Realm (6)

Question No: 2020/3634

[Gareth Bacon MP](#)

When do you plan on publishing the total cost and expenditure of the Commission for Diversity in the Public Realm?

Commission for Diversity in the Public Realm (6)

[The Mayor](#)

Last updated: 19 October, 2020

London is one of the most diverse cities in the world, but many Londoners do not see themselves or their histories reflected in our public realm. The range of people immortalised in our statues, memorials and buildings do not capture who we are and what we represent. The Commission, working with London boroughs and partners across the city, will take forward a programme of work to address this.

A budget is in development to support the Commission's work this year. This will come from within the GLA's existing allocation of the GLA Group budget and will be published via a Mayoral Decision once confirmed. Any budget covering the Commission's work in future years will be set as part of the normal GLA budget setting process, reviewed by the London Assembly in February 2021.

Commission for Diversity in the Public Realm (7)

Question No: 2020/3635

[Gareth Bacon MP](#)

After the initial two year term for members of the Commission for Diversity in the Public Realm, what do you envisage as their final product or output?

Commission for Diversity in the Public Realm (7)[The Mayor](#)

Last updated: 19 October, 2020

The purpose of the Commission for Diversity in the Public Realm is to lead a London-wide conversation on how to achieve greater diversity of representation across the public realm and heritage sites. This will focus on increasing presence and visibility of underrepresented groups including Black, Asian and minority ethnic, women, LGTBQ+ and disabled groups and to include consideration of representation of socio-economic diversity.

As set out in the Terms of Reference, the Commission, working in partnership with boroughs, the Partners Board and other stakeholders, will:

1. Make recommendations on new commission (statues, memorials, blue plaques, commemorations, murals, street art, street names, public art)
2. Provide an overview of existing representation in the public realm in London.
3. Create best practice on commissioning works and contested heritage.

A detailed workplan, in line with an agreed budget, will be set out for discussion by the Commissioners at the first Commission meeting.

Commission for Diversity in the Public Realm (8)**Question No: 2020/3636**[Gareth Bacon MP](#)

How will the Commission for Diversity in the Public Realm decide where or what to look at first?

Commission for Diversity in the Public Realm (8)[The Mayor](#)

Last updated: 19 October, 2020

London is one of the most diverse cities in the world, but many Londoners do not see themselves or their histories reflected in our public realm. The Commission will take forward a programme of work to address this which will have public engagement, discussion and information at its heart.

I have set up a Partners Board to support and inform the Commission's work, including Arts Council England, Black Cultural Archives, National Heritage Lottery Foundation, English Heritage, ActionSpace and Shape Arts. A Borough working group will meet regularly to share information and best practice, including learning from other community consultations.

My teams are running community engagement events and a Talk London campaign to gain insight into what Londoners feel should be the initial priorities for the Commission. The Commission will discuss first steps at its first meeting before the end of the year, taking its cues from these partnerships and research programmes.

Commission for Diversity in the Public Realm (9)**Question No: 2020/3637**[Gareth Bacon MP](#)

How many applications did you receive for the Commission for Diversity in the Public Realm?

Commission for Diversity in the Public Realm (9)[The Mayor](#)

Last updated: 19 October, 2020

On 11 September, I launched an open recruitment process for members of the Commission for Diversity in the Public Realm.

By the closing date, 290 applications for the Commission for Diversity in the Public Realm had been received.

Park Lane to Kilburn Road Tunnel**Question No: 2020/3639**[Keith Prince](#)

A constituent asks whether any consideration has been given to building a road tunnel from Park Lane to Kilburn for outgoing traffic only and, if so, how much would such a tunnel cost?

Answer for Park Lane to Kilburn Road Tunnel[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Thames Clippers (1)**Question No: 2020/3640**[Keith Prince](#)

What assessment have you and the Deputy Mayor for Transport made of the operating relationship between Transport for London and Uber Thames Clippers with regards to the competitive advantages they enjoy in comparison with other scheduled Thames passenger boat operators?

Answer for Thames Clippers (1)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Thames Clippers (2)**Question No: 2020/3641**[Keith Prince](#)

When did the Deputy Mayor for Transport last meet with Transport for London to discuss anti-competitive practices concerning Uber Thames Clippers and existing scheduled Thames passenger boat operators?

Answer for Thames Clippers (2)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Thames Clippers (3)**Question No: 2020/3642**[Keith Prince](#)

What discussions have you had with your Deputy Mayor for Transport to discuss the impact of unfair competition between Uber Thames Clippers and other scheduled Thames passenger boat operators?

Answer for Thames Clippers (3)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Thames Clippers (4)**Question No: 2020/3643**[Keith Prince](#)

What steps are you and the Deputy Mayor for Transport taking to ensure that Transport for London is open, transparent and accountable in its operating relationship with Uber Thames Clippers for both the award of operating contracts and its decision not to impose the same pier landing fees faced by other scheduled passenger operators on them?

Answer for Thames Clippers (4)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Thames Clippers (5)**Question No: 2020/3644**[Keith Prince](#)

How much of the financial block grant awarded to Transport for London is allocated to the operation of Uber Thames Clippers?

Answer for Thames Clippers (5)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Thames Clippers (6)**Question No: 2020/3645**[Keith Prince](#)

Why do some scheduled Thames passenger boat operators not enjoy the same commercial operating advantages as Uber Thames Clippers, such as the waving of equivalent pier landing fees?

Answer for Thames Clippers (6)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Thames Clippers (7)**Question No: 2020/3646**[Keith Prince](#)

Will you examine the contractual arrangements which govern the operation of Uber Thames Clippers by Transport for London in the interests of transparency, accountability and competition rules?

Answer for Thames Clippers (7)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Thames Clippers (8)**Question No: 2020/3647**[Keith Prince](#)

How many commuter passengers were carried by Uber Thames Clippers in 2019 and how many tourist passengers were carried in 2019?

Answer for Thames Clippers (8)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

20 November 2017 Email RE: "Tramlink 2014 Report" from Head of CIRAS to HSE Head**Question No: 2020/3648**[Keith Prince](#)

Further to your response to Question 2020/1099, please provide me with a copy of an email dated 20 November 2017 re "Tramlink 2014 Report" and all related email communication related to this email exchange between the (then) Head of CIRAS and the (then) Head of HSE.

Answer for 20 November 2017 Email RE: "Tramlink 2014 Report" from Head of CIRAS to HSE Head[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Communication between CIRAS and TfL in 2013 and 2014**Question No: 2020/3649**[Keith Prince](#)

Further to your failure to respond to Question 2020/1103, in a response to FOI-3797-1920, TfL confirmed

"We have done an initial search for all emails held by TfL sent/received by Jill Collis, who was the Health, Safety, & Environment Director for the majority of the requested time period, that includes the words 'CIRAS' and 'tram'. This has returned almost 600 hits. A further search of all emails that contain the words "Confidential Incident Reporting and Analysis System" and "tram" produced 111 hits."

Please provide me copies of those emails containing the 111 "hits" containing the words "Confidential Incident Reporting and Analysis System" and "tram".

Answer for Communication between CIRAS and TfL in 2013 and 2014[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Seven Weaknesses identified by Abstracked Solutions Limited April 2014 Audit of TOL**Question No: 2020/3650**[Keith Prince](#)

In your response to Question 2019/20155 you state "TfL's auditor would have seen what the seven weaknesses referred to in the audit were and the resulting actions required." Please list the "seven weaknesses" and "resulting actions required" seen by TfL's Auditor. Can you assure me that "Fatigue Management" was not one of the "seven weaknesses" and "resulting actions" seen by TfL's Auditor?

Answer for Seven Weaknesses identified by Abstracked Solutions Limited April 2014 Audit of TOL[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

2014 Report from CIRAS about Fatigue from TOL Croydon Tram Drivers**Question No: 2020/3651**[Keith Prince](#)

In your response to Question 2020/1098 you stated "As far as can be ascertained TfL was not aware of the 2014 CIRAS report or the March 2014 AbsTracked audit before Internal Audit 13 744 was initiated." Since we know from page 9 of IA13744 that TfL did become aware of the Abstracked Solutions Audit during the course of its investigation, did TfL become aware of the 2014 CIRAS Report after it had TfL initiated IA 13744 in March 2014 and before it published the internal audit on 2 July 2014?

Answer for 2014 Report from CIRAS about Fatigue from TOL Croydon Tram Drivers[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Initiation of IA 13744**Question No: 2020/3652**[Keith Prince](#)

Internal Correspondence dated 3 March 2014 you provided to me in response Question 2019/19750 shows a reference to a 27 February 2014 Meeting that discussed TfL's Letter of Engagement with TOL to launch IA 13744. Kindly provide with all notes, correspondence, emails or decision memorandums relating to that 27 February 2014 meeting.

Answer for Initiation of IA 13744[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

“Consultancy” Conclusion of IA 17780**Question No: 2020/3653**[Keith Prince](#)

Taking into account your response to Question 2020/0082, other than for IA 17780, since 2012 has the Audit & Assurance Committee published a “Consultancy” Conclusion for any other Internal Audit of any aspect of an outside contractor’s safety system? Please provide me with the reference numbers, titles, and dates of these internal audits where “Consultancy” is listed as the conclusion of the internal audit investigation.

Answer for “Consultancy” Conclusion of IA 17780[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Abstracked Solutions March 2014 Audit of TOL’s Safety Management System**Question No: 2020/3654**[Keith Prince](#)

In your response to Question 2020/0971 you state “The Abstracked Solutions report was requested during the audit on 18 June 2014 and was provided by Tram Operatons Limited (TOL) to the Transport for London (TfL) auditor who read it. The conclusions of the report were noted and the report was returned to TOL.” Please provide me with a copy of this 18 June 2014 request and any documentation, emails or notes evidencing your statement that “the conclusions of the report were noted by the TfL Auditor who read it.”

Answer for Abstracked Solutions March 2014 Audit of TOL’s Safety Management System[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Victim-Blaming Statements reflected in TfL's Bus Safety Data Release**Question No: 2020/3655**[Keith Prince](#)

An analysis of the fatalities shown on TfL's Bus Safety Data Release contains victim-blaming statements like "A male pedestrian stepped on to the crossing at Edmonton Green Bus Station without looking to their right as a bus was approaching" to describe the case of a pedestrian killed by a Go Ahead 191 Bus in February 2020 in Edmonton and "A bus collided with a male pedestrian. The pedestrian walked out from between parked cars and appeared to be looking in the opposite direction" to describe the case of an elderly man killed by a Stagecoach 167 Bus in Redbridge in December 2019. Both cases (and many more victim-blaming reports found in the spreadsheet) show that they are still "Awaiting Inquest". Where is this information coming from? Do you think it is proper for TfL to be publishing anything about any victim killed by a TfL Bus before a Coroner's Report has been issued?

Answer for Victim-Blaming Statements reflected in TfL's Bus Safety Data Release[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

**UK Bus Summit and TfL Communication concerning Covid-19
Outbreak at UK Bus Summit 6 February 2020****Question No: 2020/3656**[Keith Prince](#)

A review of the documentation you sent in response to Question 2020/1727 reveals that, apparently, there was no discussion within TfL of the Covid-19 outbreak at the UK Bus Summit held in London 6 February 2020. Given that TfL's MD for Surface Transport was a speaker at the event and there must have been many TfL executives and staff in attendance, should the public be concerned that TfL executives didn't discuss the fact that Covid-19 was already present in the UK Bus Industry community at that early date?

**Answer for UK Bus Summit and TfL Communication concerning Covid-19
Outbreak at UK Bus Summit 6 February 2020**[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

TfL Attendance at the UK Bus Summit - February 2020 How many TfL staff attended the UK Bus Summit on 6 February 2020?**Question No: 2020/3657**[Keith Prince](#)

How many TfL staff attended the UK Bus Summit on 6 February 2020? Please provide me the exact number and their titles.

TfL Attendance at the UK Bus Summit - February 2020 How many TfL staff attended the UK Bus Summit on 6 February 2020?[The Mayor](#)

Last updated: 19 October, 2020

There were seven Transport for London officers who attended this national event. They were:

- Gareth Powell, Managing Director of Surface Transport
- Claire Mann, Director of Bus Operations
- Tom Cunnington, Head of Bus Business Developments
- Jonathon Hanes, Future Bus Lead
- Lisa Dipnarine, Senior Bus Business Developments Manager
- Stephen Milford, Lead Sponsor
- Marco Taylor, Customer Experience Implementation Manager

Reports of Covid-19 Outbreak at Cricklewood Depot**Question No: 2020/3658**[Keith Prince](#)

I have become aware of a letter that London Bus Drivers have sent to ComfortDelGro Management in London and Singapore about a reported Covid-19 Outbreak at Metroline's Cricklewood Depot (<https://www.wsws.org/en/articles/2020/09/29/drlo-s29.html>). Has there been an outbreak? What specific onsite investigations and actions is TfL taking to ensure that Metroline's Bus Workers are protected?

Answer for Reports of Covid-19 Outbreak at Cricklewood Depot[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Mask Wearing and Social Distancing at Bus Depots**Question No: 2020/3659**[Keith Prince](#)

I have become aware of a recent announcement made by Arriva and Metroline about the requirement for social distancing and mask wearing at depots. Since social distancing has

been national policy since March and mask wearing required on public transport since 15 June, how do you explain these TfL Bus Operators' apparently dilatory application of national requirements? How closely and by what means is TfL monitoring its Bus Contractors' enforcement of mask wearing and social distancing at Bus Depots?

Mask Wearing and Social Distancing at Bus Depots

[The Mayor](#)

Last updated: 19 October, 2020

Operators have had a range of measures in place to enable social distancing and wearing of face coverings throughout the coronavirus pandemic. These measures have been constantly adapted in order to align them to the latest Government announcements and health advice. Operational managers were enforcing good practice at depots and many health and safety union representatives were asked to focus solely on social distancing and other coronavirus issues, to help reinforce compliance. The subsequent announcements are acting as reminders to follow this practice.

On the buses, drivers are largely self-isolated in the cab following work to improve seals around the protective screens. This means wearing face coverings is a matter of choice as they are in a separate cordoned off area. There is also enhanced cleaning of the most touched surfaces within vehicles and the cab area with anti-viral cleaning agents.

In line with government advice, Transport for London scaled back on physical site visits at the height of lockdown, with assurance sought remotely where possible of key messages and controls being implemented. Where physical visits to operators' premises are carried out, these also deliver an extra layer of assurance regarding social distancing controls and compliance with mask wearing and visiting arrangements.

Bus Driver Covid-19 Risk

Question No: 2020/3660

[Keith Prince](#)

Has TfL considered the possibility that bus drivers stand a higher risk of catching Covid-19 from other bus drivers and workers (through lack of social distancing and mask-wearing at depots) and on buses (through shared cabs) than from passengers? Does TfL intend to investigate this possibility?

Bus Driver Covid-19 Risk

[The Mayor](#)

Last updated: 19 October, 2020

One reason Transport for London commissioned research into its responses to the coronavirus pandemic was to ensure it was doing everything possible to safeguard drivers. This is why many vehicles have been modified to make the cab area much more self-isolated and the best anti-viral cleaning agents have been used to enhance hygiene each day.

As the cab area is separated from the public, drivers have the option of wearing a face covering. They are also supplied with cleaning materials should they wish to wipe down surfaces, in addition to the already rigorous cleaning measures in place.

Social distancing and face coverings are being applied in workplaces like depots, as operators recognise their staff can be exposed to colleagues in the course of their duties. Operational managers, however, are enforcing social distancing rules and many health and safety union representatives have also been stood down to reinforce this. For these reasons, there will not be separate research carried out into this subject.

Transport Workers and Covid-19 (1)

Question No: 2020/3661

[Keith Prince](#)

In your response to Question 2020/2533, you identify 3 “partner organisations” where 4 employees died from Covid-19. What services were Interserve, Cleshar, ABM providing TfL, where were these services carried out and for which Business Unit were they working?

Answer for Transport Workers and Covid-19 (1)

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Transport Workers and Covid-19 (2)

Question No: 2020/3662

[Keith Prince](#)

In your response to Question 2020/2533, how can you reconcile your refusal to identify the specific Depots where Bus Drivers who died from Covid-19 were employed “due to data protection and out of respect for the privacy of the families of the deceased” with TfL’s regularly publishing pre-inquest victim-blaming narratives in publications found on its Bus Safety Data Page?

Answer for Transport Workers and Covid-19 (2)

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Face Masks and Bus Workers

Question No: 2020/3663

[Keith Prince](#)

In your response to Question 2020/2526 you state “Because of these safeguards and the self-isolated nature of the driving compartment, bus drivers are not required to wear face

coverings when inside the driver's cab." Please provide me with a copy of any proper analysis which justifies this policy.

Face Masks and Bus Workers

[The Mayor](#)

Last updated: 19 October, 2020

The work of University College London into self-isolating drivers in the cab environment is due to be published by Transport for London in the coming weeks. I have asked TfL officers to send you a copy of this report as soon as it is available.

Competition Law and Restrictions to TIL's March 2020 Retention Bonus

Question No: 2020/3664

[Keith Prince](#)

In your response to Question 2020/2534, you state that agency drivers were denied access to the scheme. Before announcing the scheme, did TfL conduct any review of Competition Law and how its Retention Bonus criteria might discriminate against new entrant Bus Operators that might have a higher percentage of agency workers or fewer permanent workers who had not met the scheme's minimum employment term requirements?

Answer for Competition Law and Restrictions to TIL's March 2020 Retention Bonus

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Taxi Age Limit Reduction

Question No: 2020/3665

[Keith Prince](#)

From 1st November 2020 the phased taxi age limit reduction fully commences, with the maximum operating age becoming 14 years and reducing by a year for the next two years so that by November 2022 it will be 12 years.

The reason for the reduction stems from a historic promise of 9000 ZEC taxis replacing 9000 diesel vehicles by 2020, giving an approximate 45% reduction in NOx from 2013 levels. You have stated there's a need for a 65% reduction by 2025. As you are aware, the figure of 9000 ZEC taxis has not been achieved.

However there has been a significant but unexpected take up of the taxi delicensing scheme. The current taxi fleet stands at 16,902 including 3652 ZECs, leaving a figure of 13,250 diesel vehicles. This means there has been a 41% fall in diesel taxis from the 2013 figure

Given this, and given the huge difficulties for the taxi trade in London, will you commit to cancelling the reduction to 13 and then 12 years and leaving a maximum operating age of 14 years in place?

Answer for Taxi Age Limit Reduction

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Mayor's Resilience Fund

Question No: 2020/3666

[Shaun Bailey](#)

What are your plans to advertise the Mayor's Resilience Fund across London and to those who would benefit most from it?

Mayor's Resilience Fund

[The Mayor](#)

Last updated: 19 October, 2020

The Resilience Fund was launched on Thursday 24 September alongside a wider support package from the London Business Hub and was promoted across multiple communications channels, including press, email and social media. We have already seen over 188 applications come through and over 80 expressions of interest from diverse organisations across London. Officers are working with key stakeholders across London, leveraging partners' local networks and relationships with a diverse range of communities, to ensure that potential beneficiaries across London are aware of this funding opportunity. This includes multiple roundtables and open webinars organised for October and November, and continued amplification of the programme through existing networks and channels.

Met Police (1)

Question No: 2020/3668

[Shaun Bailey](#)

What was the budget of the Met Police for each year since and including 2009/10 to the current year?

Met Police (1)

[The Mayor](#)

Last updated: 19 October, 2020

The budget for the Met Police can be found by following this link:

<https://www.london.gov.uk/about-us/governance-and-spending/spending-money-wisely/mayors-budget>

Met Police (2)**Question No: 2020/3669**[Shaun Bailey](#)

How many police stations were there in London for each year from and including 2015/16 to the current year?

Answer for Met Police (2)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Met Police (3)**Question No: 2020/3670**[Shaun Bailey](#)

How many front counters were there in London for each year from and including 2015/16 to the current year?

Answer for Met Police (3)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

GLA Organisation**Question No: 2020/3671**[Shaun Bailey](#)

Please provide a list of all directorates within City Hall and the total number of people employed in each one. Please also include subdivisions.

Answer for GLA Organisation[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Black Cabs**Question No: 2020/3672**[Shaun Bailey](#)

What is the total number of Black Cab Drivers who live in London? Please provide a breakdown by local authority if possible.

Black Cabs[The Mayor](#)

Last updated: 19 October, 2020

This data is published online here: www.tfl.gov.uk/info-for/taxis-and-private-hire/licensing/licensing-information.

Crossrail Compensation**Question No: 2020/3673**[Shaun Bailey](#)

Has TFL been forced to pay compensation to businesses due to the fact Crossrail has been delayed? If so, how much and to which businesses?

Answer for Crossrail Compensation[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

TfL Huawei Exposure**Question No: 2020/3674**[Shaun Bailey](#)

Does Transport for London have any exposure to Huawei?

TfL Huawei Exposure[The Mayor](#)

Last updated: 19 October, 2020

Transport for London (TfL) is not aware of any exposure to Huawei.

Huawei is not one of the consortiums shortlisted to install 4G onto the London Underground and TfL has not used their equipment within the trial section on the Jubilee Line.

GLA Huawei Exposure**Question No: 2020/3675**[Shaun Bailey](#)

Does any part of the GLA Family have any exposure to Huawei, if so please detail?

GLA Huawei Exposure[The Mayor](#)

Last updated: 19 October, 2020

GLA / MOPAC / OPDC / LLDC

The GLA, MOPAC, LLDC and OPDC do not use any Huawei equipment or have any systems reliant on Huawei technology.

London Fire Brigade (LFB)

The Brigade has no specific Huawei equipment running in any of its infrastructure. However, it is possible that components made by Huawei are installed in other network and/or telecoms equipment that has been purchased. It is possible that some of our major suppliers such as BT / EE and Vodafone utilise Huawei equipment within their infrastructure.

Transport for London (TfL)

Transport for London (TfL), as part of the GLA group, are not aware of any exposure to Huawei.

Huawei are not one of the consortiums shortlisted to install 4G onto the London Underground and TfL have not used their equipment within the trial section on the Jubilee Line.

Mayor of London Press Officers**Question No: 2020/3676**[Shaun Bailey](#)

How many press officers did the Mayor of London employ in the 2019/20 year and what was the total cost of this?

Answer for Mayor of London Press Officers[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

LEAP Budget Spend**Question No: 2020/3677**[Shaun Bailey](#)

What is the budget of LEAP this year and how much has been spent? How much remains unspent? Please provide a breakdown.

LEAP Budget Spend[The Mayor](#)

Last updated: 19 October, 2020

The table below provides a breakdown of the LEAP budget this year. All LEAP funds contained within budget profiles are committed and in contracts for delivery with partners and funding recipients.

Breakdown as follows	Budget for year	Spend in year to date	Remaining profile for spend this year
Local Growth Fund programmes	£56.1m	£4.1m	£52m
Core Funds	£0.5m	£0.3m	£0.2m
Growth Hub	£1.2m	£0.2m	£1m
Growing Places Fund	£2m	£0m	£2m
Royal Docks	£18.4m	£13.5m	£4.9m
Total	£78.2	£18.1	£60.1

Economic Recovery Strategy**Question No: 2020/3678**[Shaun Bailey](#)

When will you publish and implement your economic recovery strategy for London in response to the global coronavirus pandemic?

Economic Recovery Strategy[The Mayor](#)

Last updated: 19 October, 2020

The London Recovery Programme, overseen by the London Recovery Board, has identified a grand challenge to restore confidence in the city, minimise the impact on communities and build back better the city's economy and society.

On 5th October a paper was published which presents an overview of the initial programme of work that has been done to meet the grand challenge alongside a framework for London's Recovery and how partner organisations and community groups can contribute to the programme. The paper can be found here:

https://www.london.gov.uk/sites/default/files/recovery_programme_overview_-_051020.pdf

Meeting with Business Leaders and Representatives During the Pandemic

Question No: 2020/3679

[Shaun Bailey](#)

How many times have you personally met with business leaders and representatives to discuss their issues and needs since lockdown began? Who were they, when were these meetings, and what were the outcomes of these meetings?

Meeting with Business Leaders and Representatives During the Pandemic

[The Mayor](#)

Last updated: 19 October, 2020

I have met with business leaders and business representatives to discuss their issues and needs frequently since the Prime Minister announced the lockdown on 23rd March either in person or virtually. A list is provided below.

These meetings have enabled me to understand the issues and challenges facing London's businesses during the Covid-19 pandemic and help me and my team make evidence-based policies, form advocacy and lobby asks and design business support programmes to address London's needs throughout the pandemic. These include lobbying the government to extend the business rates holiday for retail, hospitality, leisure and childcare beyond March 2021 and provide continued support for job retention, as well as launching the Pay It Forward and £1m Back to Business Fund initiatives, the £2.3 million Culture at Risk fund, and the launch of the new London Business Hub to provide a one-stop shop of free support and funding opportunities to SMEs.

Date	Meeting
16 Mar	I chaired a meeting of the Mayor's Advisory Group on 16 March to review the Business and Economic impact of COVID-19
29 Apr	I joined a conference call of the government's Economic Recovery Working Group, chaired by Simon Clarke MP, Minister of State at the Ministry of Housing, Communities and Local Government to discuss the impact of COVID-19
13 May	I joined a conference call of the Economic Recovery Working Group, chaired by Simon Clarke MP, Minister of State at the Ministry of Housing, Communities and Local Government, to discuss the impact of COVID-19
27 May	I joined a conference call of the Economic Recovery Working Group, chaired by Simon Clarke MP, Minister of State at the Ministry of Housing, Communities and Local Government, to discuss the impact of COVID-19
1 June	I held a conference call with Carolyn Fairbairn DBE, Director-General CBI, to discuss the ongoing response to COVID-19 and recovery strategy
3 June	I held a conference call with Rowena Howie, FSB London Policy Chair, to discuss the ongoing response to COVID-19 and recovery strategy
4 June	I jointly chaired with Peter John, Chair of London Councils, the inaugural meeting of the London Recovery Board, which has a number of business

- representatives, and was set up for the medium and long term to coordinate planning for, and oversee, London's long-term recovery efforts.
- 8 June I held a conference call with Jasmine Whitbread, Chief Executive, London First, to discuss the ongoing response to COVID-19 and recovery strategy
- 9 June I chaired the inaugural meeting of the London Transition Board which has a number of business representatives.
- 10 June I joined a conference call of the Economic Recovery Working Group, chaired by Simon Clarke MP, Minister of State at the Ministry of Housing, Communities and Local Government, to discuss the impact of COVID-19
- 15 June I held a conference call with Sir Peter Rogers, Chairman, and Jace Tyrell, Chief Executive, of the New West End Company, to discuss the ongoing response to COVID-19 and recovery strategy
- 24 June I chaired a meeting of the London Economic Action Partnership (LEAP), the membership of which includes 12 business representatives.
- 24 June I joined a conference call of the Economic Recovery Working Group, chaired by Simon Clarke MP, Minister of State at the Ministry of Housing, Communities and Local Government, to discuss the impact of COVID-19
- 1 July I held a meeting of my Business Advisory Board to discuss City Hall's Economic Recovery work.
- 15 July I was interviewed by my Business Advisory Board member, Debbie Woskowsky OBE, AllBright about the work City Hall is doing to support female entrepreneurs and the impact the Coronavirus crisis is having on women in London.
- 16 July I addressed business leaders at CBI's virtual Annual Summer Reception
- 22 July I chaired the London Transition Board meeting
- 26 July I chaired the London Recovery Board
- 12 Aug I chaired the London Transition Board meeting
- 13 Aug I visited the West End and met with business leaders and workers in the heart of London's West End to highlight the urgent action needed to protect its future in the face of the COVID-19 pandemic
- 21 Aug I held a conference call with John Allan CBE, Chair of the COVID Recovery Commission, to discuss the work of the new Commission
- 1 Sep I joined a Ministerial Roundtable with business representatives in attendance, hosted by the Rt Hon Robert Jenrick MP, Secretary of State for Housing, Communities and Local Government, to discuss the reopening of the West End and to agree actions to 'tackle the underlying causes of stalled progress in reopening London's West End'
- 2 Sep I chaired the London Transition Board meeting

- 16 Sep I chaired a meeting of the London Economic Action Partnership (LEAP)
- 23 Sep I participated in a conversation with the Chairman of Coutts Bank, Lord Waldegrave, with an audience of over 500 Coutts Bank clients
- 23 Sep I co-chaired the London Transition Board with the Secretary of State for Housing, Communities and Local Government.
- 5 Oct I met with London First's Business Advisory Council.
- 7 Oct I chaired the Mayor's Business Advisory Board Meeting to discuss businesses' role in preventing the spread of COVID-19.

Gig Economy Meetings since the Pandemic

Question No: 2020/3680

[Shaun Bailey](#)

How many times have you personally met with freelancers and representatives/workers from the gig economy to discuss their issues and needs since lockdown began? Who were they, when were these meetings, and what were the outcomes of these meetings?

Answer for Gig Economy Meetings since the Pandemic

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Coronavirus Advertising Spend

Question No: 2020/3681

[Shaun Bailey](#)

How much money have you spent to date on advertising and/or marketing campaigns in relation to the coronavirus pandemic? Please give a breakdown by campaign and type of advertising.

Answer for Coronavirus Advertising Spend

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Pay it Forward Scheme Sign-ups

Question No: 2020/3682

[Shaun Bailey](#)

How many businesses have signed up so far to the Pay It Forward scheme and how much money has been "paid forward"?

Pay it Forward Scheme Sign-ups[The Mayor](#)

Last updated: 19 October, 2020

As of 15 October 2020, 331 businesses have set up live crowdfunding campaigns, raising over £875,000 from over 12,000 Londoners who have “paid it forward” to keep much loved local businesses viable during the Covid-19 crisis.

Road Pricing Analysis**Question No: 2020/3683**[Shaun Bailey](#)

Have you undertaken any analysis to investigate any correlation between your road pricing schemes and willingness to travel to and visit London since lockdown?

Answer for Road Pricing Analysis[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Deputy Mayor for Business Meetings**Question No: 2020/3684**[Shaun Bailey](#)

How many times have you personally met with Rajesh Agrawal, Deputy Mayor for Business, since lockdown began to discuss London’s economic recovery?

Answer for Deputy Mayor for Business Meetings[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Night Czar Meetings**Question No: 2020/3685**[Shaun Bailey](#)

How many times have you personally met with Amy Lamé, Night Czar, since lockdown began to discuss London’s economic recovery?

Night Czar Meetings[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Night Czar Response to the Pandemic**Question No: 2020/3686**[Shaun Bailey](#)

What specific initiatives are being undertaken by Amy Lamé to revitalise London's night-time economy in light of the coronavirus pandemic?

Night Czar Response to the Pandemic[The Mayor](#)

Last updated: 19 October, 2020

The night time economy has been hit hard by the coronavirus pandemic and my Night Czar has been involved in several initiatives to support it.

She has worked with industry bodies and businesses to gather detailed intelligence on the impact to the night time economy, via nine virtual Night Surgeries. This has helped inform our response, including the design of my £2.3m Culture at Risk Business Support Fund, which is supporting night time businesses such as grassroots music, LGBTQ+ venues and cinemas.

She is also working closely with the hospitality industry to understand the impact of the recent 10pm curfew and is communicating their views and concerns back to me, as well as to central government.

London Recovery Board Economic Actions**Question No: 2020/3687**[Shaun Bailey](#)

What actions have you taken to support London's economy as a result of recommendations or discussions from meetings of the London Recovery Board?

London Recovery Board Economic Actions[The Mayor](#)

Last updated: 19 October, 2020

The London Recovery Programme, overseen by the London Recovery Board, is focused on the grand challenge of restoring confidence to the city, minimising the economic impact of the pandemic on communities and building back better the city's economy and society. At the 15th September Recovery Board meeting, 9 missions were agreed to help contribute to meeting that challenge. These include four missions focused on economic recovery: A

Green New Deal, High Streets for All, Helping Londoners into Good Work and Digital Access for All.

A way of working and collaborating has been established across boroughs, communities, businesses and Londoners to ensure the full weight of London is behind the efforts to address the city's social, economic and health inequalities, work towards a cleaner, greener London, and ensure the views of Londoners are at the heart of recovery.

The Taskforce is now focused on engagement and collaboration with London's diverse communities on the best way to design the delivery of actions to achieve these missions.

London Transition Board Economic Actions

Question No: 2020/3688

[Shaun Bailey](#)

What actions have you taken to support London's economy as a result of recommendations or discussions from meetings of the London Transition Board?

London Transition Board Economic Actions

[The Mayor](#)

Last updated: 19 October, 2020

The London Transition Board, which I co-chair with the Secretary of State for Communities and Local Government, Rt Hon Robert Jenrick MP, has provided strategic direction across London on the COVID-19 response. It discusses key challenges facing London's economy, such as the need for the safe reopening of hospitality and retail over the summer.

To support this reopening, I established a High Streets Reopening Coordination Group with representatives from local authority services, the police, licencing experts and business bodies. I also directly supported small businesses through free access to business support advisers and webinars through the London Business Hub.

At each Transition Board meeting, members and I have repeatedly flagged the need for urgent Government action in respect of supporting London's transport system and economy, and businesses in the Central Activity Zone (CAZ) in particular. I will continue to raise the importance of adequate financial intervention for those workers and businesses across London that are struggling as a result of the pandemic.

London & Partners Coronavirus Response

Question No: 2020/3689

[Shaun Bailey](#)

What actions have you asked London and Partners to take in response to the coronavirus pandemic?

London & Partners Coronavirus Response

[The Mayor](#)

Last updated: 19 October, 2020

I have asked London & Partners to focus on actions that help keep London's brand and business communities resilient in response to the Coronavirus pandemic.

The actions London & Partners have taken include: offering a fees holiday to their tourism members to help them manage their financial position; convening an alliance of over 600 London businesses to run the 'Because I'm a Londoner' campaign to build confidence and encourage consumer spending; supporting the Government's 'enjoy summer safely' campaign; promoting virtual activities for London's tourism businesses giving them greater audience reach and keeping them front of mind for when visitors can fully return; creating a specific cohort on their Business Growth Programme for tourism start-ups and adapting their trade missions to run virtually to overseas markets including China, North America and Germany. L&P generated £18 million in economic benefit between April and June.

Because I'm a Londoner Campaign Funding

Question No: 2020/3690

[Shaun Bailey](#)

How much funding have you given to the "Because I'm a Londoner" Campaign to date and how much have you committed to the campaign in future?

Because I'm a Londoner Campaign Funding

[The Mayor](#)

Last updated: 19 October, 2020

I have given £280k to London & Partners' "Because I'm a Londoner" campaign. This was reallocated funding from money already committed to the industry-led Domestic Tourism Consortium, which needed to be halted as a result of the coronavirus pandemic.

No further funding to the "Because I'm a Londoner" campaign has been committed at this time.

London is Open Campaign KPIs

Question No: 2020/3691

[Shaun Bailey](#)

What KPIs are you using to measure the performance of the London is Open Campaign?

Answer for London is Open Campaign KPIs

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Because I'm a Londoner Campaign KPIs**Question No: 2020/3692**[Shaun Bailey](#)

What KPIs are you using to measure the performance of the Because I'm a Londoner Campaign?

Because I'm a Londoner Campaign KPIs[The Mayor](#)

Last updated: 19 October, 2020

London & Partners are using industry standard campaign KPI measures for the Because I'm A Londoner campaign.

These include measuring engagement which counts how many potential consumers have directly engaged with the campaign, and sentiment which measures whether consumers feel positively about the campaign's message to spend in their local retail, leisure and hospitality businesses.

The latest data shows over 15 million engagements with the Because I'm a Londoner campaign and a positive sentiment of 95%.

Additionally, London & Partners are undertaking analysis on improvement in consumer confidence and spend, which will be complete in November.

First Free Ride Scheme**Question No: 2020/3693**[Shaun Bailey](#)

What is the latest with the 'First Ride Free' scheme?

First Free Ride Scheme[The Mayor](#)

Last updated: 19 October, 2020

Transport for London (TfL) has no immediate plans to launch such a scheme. This position is continually reviewed alongside on-going public health advice and TfL's funding position.

Tube CCTV (1)**Question No: 2020/3694**[Shaun Bailey](#)

What proportion of stations on each Tube line are currently fitted with CCTV cameras?
Please provide the answers in percentage terms.

Answer for Tube CCTV (1)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Tube CCTV (2)**Question No: 2020/3695**[Shaun Bailey](#)

How many Tube stations are there on each line? How many of these have been fitted with CCTV cameras?

Answer for Tube CCTV (2)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Tube CCTV (3)**Question No: 2020/3696**[Shaun Bailey](#)

For how long is CCTV footage retained on the Tube/TfL network?

Answer for Tube CCTV (3)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

PHV Drivers**Question No: 2020/3697**[Shaun Bailey](#)

What is the total number of PHV drivers who live in London? Please provide a breakdown by local authority if possible.

PHV Drivers[The Mayor](#)

Last updated: 19 October, 2020

Please see my response to Mayor's Question 2020/3672.

Cash on TfL

Question No: 2020/3698

[Shaun Bailey](#)

What information do you hold regarding cash transactions on the TfL network for 2019-20 and can this be provided? E.g. number of transactions, amount transacted, or any details of passenger demographics who pay using cash.

Answer for Cash on TfL

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

PHVs Congestion Charge

Question No: 2020/3699

[Shaun Bailey](#)

How much money has TfL raised from congestion charge payments made by PHV drivers for each month since the exemption was removed?

Answer for PHVs Congestion Charge

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

London Power

Question No: 2020/3700

[Shaun Bailey](#)

How much money has the GLA given to London Power and what form was this in?

London Power

[The Mayor](#)

Last updated: 19 October, 2020

The GLA has committed up to £3.2m to the set-up and ongoing running of London Power. This is made up of both GLA budget and loans to London Power Co.:

- £1.2m has been spent from GLA budget on procurement and set-up costs.

- A loan of £1.1m has been made to London Power Co. to cover company mobilisation and launch marketing / engagement costs.
- A loan of up to £906k has been committed to cover the running costs of London Power Co.

Also please see my response to Mayor's Question 2020/3296.

Harmful emissions

Question No: 2020/3701

[Shaun Bailey](#)

Please provide a breakdown of the harmful emissions in London and what their source is?

Harmful emissions

[The Mayor](#)

Last updated: 19 October, 2020

Around half of London's pollution comes from road transport. Other key sources include aviation, construction, domestic and commercial heating and commercial cooking. A full breakdown of emissions by source is produced as part of the London Atmospheric Emissions Inventory and is available on the London datastore, here: <https://data.london.gov.uk/air-quality/>. An updated inventory will be published next year.

It is important to note the inventory only accounts for emission sources within London. For pollutants such as particulate matter a large proportion of emissions come from sources outside of London such as agriculture and industrial processes.

London emission map

Question No: 2020/3702

[Shaun Bailey](#)

What does the most recent emission map in London look like?

London emission map

[The Mayor](#)

Last updated: 19 October, 2020

Earlier this month, I published new evidence showing the dramatic improvement in London's air quality since I became Mayor. This includes a 97 per cent reduction in the number of state primary and secondary schools located in areas exceeding legal limits from nitrogen dioxide – from 455 in 2016, to just 14 in 2019. A study by King's College London looking at the overall rate of improvement in NO2 levels across London before 2016 found that if the trend of inaction seen between 2010 and 2016 continued it would take 193 years to reach legal compliance. However, further modelling undertaken for City Hall by King's College London suggests that my far-reaching policies will reduce this to just five years.

While significant progress has been made, with a substantial reduction in the number of Londoners living in areas exceeding legal limits for NO₂, tens of thousands of Londoners still breathe illegally polluted air and 99 per cent of Londoners live in areas exceeding the World Health Organization (WHO) recommended guidelines for PM_{2.5}, which are much tighter than the legal standards. This is why I will be expanding the Ultra Low Emission Zone in October 2021.

The report is available on the City Hall website: <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/air-quality-london-2016-2020>

Violent Crime Funding

Question No: 2020/3703

[Shaun Bailey](#)

Please provide a list of all organisations that have received funding by City Hall to tackle violent crime, by year since and including the 2016/17 year. Please also include the amount they received and for what purpose they received it.

Violent Crime Funding

[The Mayor](#)

Last updated: 19 October, 2020

City Hall takes a public health approach to tackling violence, which means that there are a wide range of interventions which aim to reduce wider violence and the factors that drive it. Furthermore, City Hall works with Local Authorities, charities, schools, police and a range of other partners to support efforts to tackle violence. There are several places where you can find out which organisations have received funding, how much and for what purpose.

All funding granted to organisations by the Violence Reduction Unit (VRU) and Office for Policing and Crime (MOPAC) since 2016/17 are outlined in decisions that are published here: <https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/governance-and-decision-making/mopac-decisions-0?order=DESC&page=3>

Much of this spend is allocated through grants and commercial contracts to tackle violence and support victims of violence. Further information related to individual Grants and Commercial Contracts spend for the period ending March 2019 can be reviewed through the Contracts Register here:

https://www.london.gov.uk/sites/default/files/contracts_register_2018-19.pdf. An updated version of the MOPAC contracts register will be published shortly and will be found here: <https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/about-mayors-office-policing-and-crime-mopac/our-finances>

MOPAC and VRU also publish quarterly spend and performance information here: <https://www.london.gov.uk/mopac-publications?order=DESC>.

This investment is alongside a range of support to the Metropolitan Police Service's budget, including £15m funding for the Violent Crime Taskforce and raising council tax precept to fund additional officers.

You may also find supplementary information in the answers to MQs 2019/20287 and 2019/8943.

Electric charging points

Question No: 2020/3704

[Shaun Bailey](#)

What is the current total number of electric charging points in London? Please provide a breakdown by type: standard, fast ect.

Answer for Electric charging points

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Quieter Neighbourhood Schemes

Question No: 2020/3706

[Susan Hall](#)

Is the Mayor concerned that the Bowes Quieter Neighbourhood Scheme that TfL provided funding for will force more cars onto the A406 North Circular Road increasing pollution in an already poor air quality area?

Answer for Quieter Neighbourhood Schemes

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

London building safety summit

Question No: 2020/3707

[Susan Hall](#)

What actions will you be taking forward following the London building safety summit?

Answer for London building safety summit

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Northern Line Extension (1)**Question No: 2020/3708**[Susan Hall](#)

What consideration have you given to extending the Northern Line south of Morden? For example, has a cost analysis been carried out?

Northern Line Extension (1)[The Mayor](#)

Last updated: 19 October, 2020

Transport for London (TfL) undertook an assessment of extending the Northern line beyond Morden to Sutton when considering alternatives to the Sutton Link project. The extension would involve changes to Morden depot to allow trains to run through it in passenger service and a connection to the Network Rail Sutton Loop line. Northern line trains would replace Thameslink services along this route, with modifications to all the stations and new terminus platforms at Sutton. There has been no detailed assessment of costs but an indicative estimate is £1.5bn - £1.8bn.

Regardless of the cost, TfL does not consider the extension to be feasible because of the overcrowding that would result on the Northern line north of Colliers Wood. The adverse impacts on existing Northern line users would most likely outweigh benefits to passengers south of Morden. Furthermore, an extension through the depot would constrain the ability to launch services northwards onto the line, potentially reducing peak train frequencies through central London, and would likely require the acquisition of residential properties adjacent to the depot. For these reasons, an extension of the Northern line south of Morden is not considered viable.

Northern Line Extension (2)**Question No: 2020/3709**[Susan Hall](#)

Have you specifically considered the possibility of extending the Northern Line to Morden South station, especially considering that the positioning of the depot adjacent to the station means that Northern Line trains already terminate there?

Northern Line Extension (2)[The Mayor](#)

Last updated: 19 October, 2020

Transport for London (TfL) undertook an assessment of extending the Northern line through Morden depot to terminate near Morden South station when considering alternatives to the Sutton Link project.

Similar issues associated with the impact on the depot apply as for a longer extension (see response to 2020/3708). Different alignments through the depot were reviewed, both on the east and west sides (passenger services would need to be segregated from the operational depot). To enable the depot to continue to operate effectively, in either case land outside the railway boundary would be required, affecting either residential properties or Baitul Futuh Mosque. The ability to launch services northwards onto the Northern line would also be constrained, potentially reducing peak train frequencies through central London. For these reasons, an extension of the Northern line passenger service to Morden South is not considered viable.

Changes to the operating hours of bus lanes (1)

Question No: 2020/3710

[Susan Hall](#)

When making your plans to trial changes to the operating hours of bus lanes, what consideration have you and TfL made to those Londoners in affected areas who rely on temporary drop-off points to access their homes, for example the elderly and disabled?

Answer for Changes to the operating hours of bus lanes (1)

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Changes to the operating hours of bus lanes (2)

Question No: 2020/3711

[Susan Hall](#)

What further consultation do you intend to undertake with affected Londoners in relation to your plans to trial changes to the operating hours of bus lanes?

Answer for Changes to the operating hours of bus lanes (2)

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Changes to the operating hours of bus lanes (3)

Question No: 2020/3712

[Susan Hall](#)

What was the feedback given to the trial changes to the operating hours of bus lanes from passenger representative groups, accessibility and inclusion groups, and road user groups?

Answer for Changes to the operating hours of bus lanes (3)

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Changes to the operating hours of bus lanes (4)

Question No: 2020/3713

[Susan Hall](#)

How did you and TfL promote the consultation to trial changes to the operating hours of bus lanes and are you satisfied that those affected were well-informed?

Answer for Changes to the operating hours of bus lanes (4)

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Changes to the operating hours of bus lanes (5)

Question No: 2020/3714

[Susan Hall](#)

How many consultation responses did you receive in response to your plans to trial changes to the operating hours of bus lanes?

Answer for Changes to the operating hours of bus lanes (5)

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Changes to the operating hours of bus lanes (6)

Question No: 2020/3715

[Susan Hall](#)

What proportion of respondents to the consultation to trial changes to the operating hours of bus lanes opposed the proposals and what proportion supported them?

Answer for Changes to the operating hours of bus lanes (6)

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Changes to the operating hours of bus lanes (7)**Question No: 2020/3716**[Susan Hall](#)

Will you and TfL consider shortening the trial periods relating to the operating hours of bus lanes if they were shown to have a detrimental impact on the local community or shown not to reach their intended objectives?

Answer for Changes to the operating hours of bus lanes (7)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

TfL Advertising (1)**Question No: 2020/3717**[Susan Hall](#)

At the Budget & Performance Committee on 1 October, TfL said that advertising revenue had “collapsed” in light of Covid-19. Can you provide any specific financial information - Q1 figures, for example - which demonstrate this?

Answer for TfL Advertising (1)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Extremism 1**Question No: 2020/3719**[Susan Hall](#)

In a recent Home Affairs Select Committee, it was mentioned that left wing extremism is on the rise:

- What is the Met doing about this?
- Please can you provide the number of ‘left wing’ extremists detected in Oct 18 to Sep 19, and Oct 20 to Sep 20?

Answer for Extremism 1[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Extremism 2**Question No: 2020/3720**[Susan Hall](#)

In a recent Home Affairs Select Committee, it was mentioned that non-aligned extremism is on the rise:

- What is the Met doing about this?
- Please can you provide the number of 'non-aligned' extremists detected in Oct 18 to Sep 19, and Oct 20 to Sep 20?
- Please provide examples of what 'non-aligned' extremist is.

Extremism 2[The Mayor](#)

Last updated: 19 October, 2020

Non-aligned extremism is characterised by Counter-Terrorism Policing as 'Mixed, Unstable, or Unclear Ideology'. In 2017/18, this new category was added by the Government to the themes describing the types of concern under which individuals were referred to Prevent.

This category describes cases in which the ideology the individual is presenting with cannot easily be described as one of the existing categories, such as so-called Islamist or Right-Wing extremism. This category would be relevant in cases where the individual may not have a coherent or single ideology but may still pose a terrorism risk. The creation of this new category was a result of exploration and development of the statistics, and a genuine increase in the number of cases presenting with non-aligned ideological elements.

The Government publishes statistics on the individuals referred to and supported by the Government's counter-radicalisation strategy, Prevent. This includes statistics on those individuals referred where concerns related to 'Mixed, Unstable, or Unclear ideology'.

<https://www.gov.uk/government/statistics/individuals-referred-to-and-supported-through-the-prevent-programme-april-2018-to-march-2019>

Prince Harry**Question No: 2020/3721**[Susan Hall](#)

58% of the public (Savanta ComRes) believe that as part of their new life in the US, Meghan and Harry must pay their own way. Given that the MPS is taxpayer funded organisation, should there be scrutiny on whether the London taxpayer is paying their protection bill? Even if in private by elected representatives?

Prince Harry[The Mayor](#)

Last updated: 19 October, 2020

The MPS provides protection for a number of high-profile public figures. The MPS takes the operational decisions on what they think is best to keep individuals safe.

VRU 1

Question No: 2020/3722

[Susan Hall](#)

Please can you explain the significant underspends by the VRU for two years in a row?

VRU 1

[The Mayor](#)

Last updated: 20 October, 2020

In September 2019 the Home Office confirmed the allocation of £7m, stipulating that full spend and delivery must take place by March 2020. To ensure this was fully spent, the VRU worked hard to identify programmes and partners which would help deliver the strategy for violence reduction; and negotiate contracts within this tight timeframe.

Maximising spend against time-limited Home Office funding, enabled the VRU to then develop more sustainable long-term programmes, by carrying-forward and committing Mayoral funding (the underspend) against programmes in the following year. The underspend was contractually committed with providers and spend was fully allocated.

At Q1 2020/21, the VRU are forecasting a full year variance of -£3.8m, of which £3.1m has been approved for carry forward into future financial years. This allows programmes to run longer, to deliver the best outcomes. There has also been reprofiling of programmes to deliver services differently, due to COVID-19.

Answer for VRU 1

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

VRU 2

Question No: 2020/3723

[Susan Hall](#)

Do you expect another VRU underspend next year, if so, how much?

VRU 2

[The Mayor](#)

Last updated: 20 October, 2020

There is no underspending in the VRU budget; all the VRU budget has been allocated. I established the London VRU to develop longer term sustainable approaches to tackle

violence and was delighted when the Home Office established a further 17 VRUs across the country and awarded the London VRU £7 million in addition to my £7.8m budget allocation.

Learning and listening to community and VCS partners, the VRU is clear that programmes need time to develop and funding for more than a year. In the absence of a confirmed allocation from the Home Office for next year's budget, the VRU has adopted a sound financial strategy to enable £3.1 million of spend to be carried forward to 2021-22. In addition, the VRU has reprofiled 0.7m worth of programmes to enable providers to deliver services differently due to the impact of COVID.

Answer for VRU 2

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

VRU 3

Question No: 2020/3724

[Susan Hall](#)

What have been the VRU's biggest successes?

VRU 3

[The Mayor](#)

Last updated: 20 October, 2020

Following the establishment of London's Violence Reduction Unit – the first of its kind in England, the Government was inspired to announce a further 17 VRUs nationally to drive forward a public health approach to reducing violence.

The Unit's work is centred on partnership and empowering communities to lead change. The Unit now has a comprehensive investment programme focusing on: reducing school exclusions and keeping young people in education; enabling youth practitioners to reach young people in the communities and key settings; supporting parents and carers; and providing young people with positive opportunities to develop skills and broaden their prospects.

We are now seeing others leading change within their own institutions. The NHS have shown a genuine commitment to support this agenda by appointing a Violence Reduction Lead, and through the Unit's investment in their flagship inclusive schools programme Ofsted are examining how to provide schools support to minimise exclusions.

Answer for VRU 3

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

VRU 4**Question No: 2020/3725**[Susan Hall](#)

In what areas does the VRU require improvement?

VRU 4[The Mayor](#)

Last updated: 20 October, 2020

COVID-19 has had a significant and unprecedented impact on London's communities and particularly for young Londoners at risk of exploitation. The time is now for national investment into frontline services working to reduce violence in London's most affected communities if they are to survive and thrive.

Our best chance of long-term success will come through well-designed and funded interventions that are based on evidence. A successful public health approach is rooted in good multi-agency working and close working with communities. The Unit will continue to strengthen both its evaluation work and partnership relationships, with government, the national network of VRUs, and local communities ensuring there is robust evidence across London on what is working.

Answer for VRU 4[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Stop and Search**Question No: 2020/3726**[Susan Hall](#)

The Government have announced that the Police could get powers to stop and search convicted knife offenders without further suspicion. Will this be useful in tackling violence in London?

Answer for Stop and Search[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Mask violence**Question No: 2020/3727**[Susan Hall](#)

Has the Met seen any violence in relation to arguments over the wearing of a mask? If so, do you have any figures?

Mask violence[The Mayor](#)

Last updated: 19 October, 2020

The MPS do not hold this data.

Woodland (1)**Question No: 2020/3728**[Tony Arbour](#)

Would the Mayor confirm whether the woodland area to be planted in Enfield announced on 23rd July 2020 is definitely supported by the farmers whose lands the trees will be planted in?

Woodland (1)[The Mayor](#)

Last updated: 20 October, 2020

The woodland creation in Enfield responds to the climate and ecological emergencies. Creating 60 hectares of new woodland across Enfield Chase will provide much needed space for people and wildlife, whilst also providing natural flood management, carbon storage and improving air quality. The Covid crisis has also highlighted the importance of accessible, green spaces to Londoners' health and well-being.

Whilst I have provided some funding for this project, Enfield Council is the landowner and project lead. The Council have been negotiating with the tenant farmers, who lease the land, to enable plots to be released for tree planting. They have negotiated arrangements with each of the farmers which reflect the different circumstances and types of tenancy agreement. They have also undertaken wider consultation to ensure they consider the needs of the whole community.

As the project will also be funded through by the Forestry Commission, I understand the detailed design of the woodlands is still ongoing to ensure the project is supported by all the community it serves.

Woodland (2)**Question No: 2020/3729**[Tony Arbour](#)

Would the Mayor confirm whether the planting for the new woodland area in Enfield announced 23rd July 2020 will start as planned in November?

Woodland (2)[The Mayor](#)

Last updated: 19 October, 2020

Yes, tree planting with volunteers is currently being planned by environmental charity Thames 21. Events are being planned to take place every 1st and 3rd Saturday from Nov 2020 through to March 2021., subject to any Covid19 guidelines and restrictions.

Electric Charging Infrastructure

Question No: 2020/3730

[Tony Arbour](#)

Would the Mayor confirm how many electric charging points have been installed since May 2016?

Answer for Electric Charging Infrastructure

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Tree planting

Question No: 2020/3731

[Tony Arbour](#)

Can the Mayor confirm how many trees have been planted since May 2016?

Tree planting

[The Mayor](#)

Last updated: 19 October, 2020

From May 2016 to date I have directly funded the planting of 286,000 trees in London, with trees planted in every borough.

I have committed funds to plant 5,000 more street trees this winter, and planting will also start on the two new woodlands in our Green Belt that I announced in July. These woodlands will cover 84 hectares and will plant a further 140,000 trees by 2022, starting this winter.

These figures include all trees planted through my Greener City Fund grants, tree giveaways and other directly funded programmes, as well as trees planted by Transport for London on the TLRN.

It does not include the thousands of trees planted each year in London funded by boroughs, environmental organisations, community groups, developers, businesses and Londoners.

Scrappage Schemes**Question No: 2020/3732**[Tony Arbour](#)

Could the Mayor confirm how much of the £48million funding for vehicle scrappage schemes has been spent to date?

Answer for Scrappage Schemes[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Traffic safety measures for pedestrian crossing at junction of Upper Richmond Road with Sheen Road**Question No: 2020/3733**[Tony Arbour](#)

Will the Mayor commit to directing TfL to immediately undertake an investigation into safety issues at the traffic light controlled pedestrian crossing on the junction of the A205 Upper Richmond Road West with Sheen Road in order to address the dangerous and sometimes illegal behaviour of drivers at this location, which include driving over the crossing when the lights indicate right of way is with pedestrians, and stopping on the crossing itself, thus impairing the ability of pedestrians to traverse the road safely?

Answer for Traffic safety measures for pedestrian crossing at junction of Upper Richmond Road with Sheen Road[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Long Covid**Question No: 2020/3735**[Tony Devenish](#)

What are you doing to encourage London NHS and GPs to prioritise tackling “long covid”?

Long Covid[The Mayor](#)

Last updated: 19 October, 2020

Increasing medical evidence and patient testimony shows that approximately 10 percent of people who contract COVID-19 still suffer effects of the virus months later, with symptoms ranging from breathlessness to chronic fatigue, anxiety and stress. NHS partners have been working with clinical experts and commissioners in integrated care systems, primary care and NHS Trusts to clarify which services need to be prioritised in community and primary

care, and to develop guidance on dealing with 'long covid' and to identify available rehabilitation services.

On 7 October NHS England announced a package of measures to support 'long covid' patients, including £10million in additional local funding for clinics to offer specialist support to people suffering 'long covid' symptoms in every area across England.

I have regular discussions with the London Regional Directors of both the NHS and Public Health England and will continue to raise issues about both acute COVID-19 and its longer-term impacts.

London Power

Question No: 2020/3736

[Tony Devenish](#)

The FT Lombard column (15 September) 'Councils can energy companies' reported that even energy giants earned at best a 1% gross margin on energy sales. When will you be able to update us on any profit share the GLA has received from your Octopus commercial arrangement?

London Power

[The Mayor](#)

Last updated: 19 October, 2020

The GLA does not profit share in its agreement with Octopus Energy. Instead London Power receives commission for every customer that signs up and stays with us. Any profits made by London Power will be re-invested back into London's communities on social and environmental projects.

Renewable Energy

Question No: 2020/3737

[Tony Devenish](#)

Regional Government around the world often leads in implementing practical renewable energy projects, why haven't you?

Renewable Energy

[The Mayor](#)

Last updated: 19 October, 2020

Despite the lack of Government support and leadership I have supported the growth in renewable energy in London, and I will continue to prioritise this as part of my Green New Deal.

I recently outlined plans to explore supplying renewable power to Transport for London via a Power Purchase Agreement. As London's single largest consumer of electricity, equivalent

to electricity consumed by 437,000 homes, such an approach would see London directly drive significant new capacity in the UK market.

At local level, my Community Energy Fund, which fills the void left by the Government's lack of support for such projects, has developed a pipeline with a generation capacity of 5MW. We are also supporting decentralised renewable energy projects, The Bunhill energy centre, which opened in March 2020, the first of its kind, uses waste heat from the Underground to provide heating and hot water to more than 1,350 homes, a school and two leisure centres in Islington.

This work complements my London Plan policies which continue to drive uptake of renewable energy through solar and heat pumps, and my support to financing renewable energy through my Mayor's Energy Efficiency Fund and Retrofit Accelerators for Homes and Workplaces.

High Street Banking

Question No: 2020/3738

[Tony Devenish](#)

Will you look to include retail banking within the next London Plan, and if so how will you do this?

High Street Banking

[The Mayor](#)

Last updated: 19 October, 2020

Retail banks provide a valuable service on the high street supporting the day-to-day needs of businesses and Londoners generally, particularly for customers who do not have access to digital banking. My new London Plan encourages a diverse range of uses in town centres and high streets that meet the needs of Londoners and ensures that clusters of retail and associated uses support town centre vitality and viability. Retail banking falls within the broad range of uses associated with the high street and therefore it is already captured by the policies in my London Plan.

From 1 September 2020 the government incorporated retail and 'financial and professional service' uses (which includes banks) into new Use Class E. This means that retail banks can change use to any of the other uses within Class E without the need for formal planning permission. I have written to the government outlining my concerns about Use Class E and its potential impact on the social and economic function of high streets. This change would need to be picked up in any London Plan review in the future.

Old Oak & Park Royal - CSR submission (1)**Question No: 2020/3739**[Tony Devenish](#)

Further to your submission to the Government's Comprehensive Spending Review, what level of funding are you requesting for Old Oak and Park Royal? Please provide year by year timelines.

Old Oak & Park Royal - CSR submission (1)[The Mayor](#)

Last updated: 19 October, 2020

OPDC is currently developing its potential funding requirements, so an annual breakdown is not possible at this stage.

This work is being developed in tandem with preparing modifications to its draft Local Plan which will be the foundation for any future funding application.

Old Oak & Park Royal - CSR submission (2)**Question No: 2020/3740**[Tony Devenish](#)

What specifically are you requesting funding for in relation to Old Oak and Park Royal in your CSR submission, and how would this money be spent?

Old Oak & Park Royal - CSR submission (2)[The Mayor](#)

Last updated: 19 October, 2020

OPDC is currently developing its potential funding requirements so a detailed breakdown is not possible at this stage.

This work is being developed in tandem with preparing modifications to its draft Local Plan which will be the foundation for any future funding application.

Old Oak & Park Royal - CSR submission (3)**Question No: 2020/3741**[Tony Devenish](#)

What evidence have you submitted in relation to your funding request for Old Oak and Park Royal, and what business case have you prepared? Please share.

Old Oak & Park Royal - CSR submission (3)[The Mayor](#)

Last updated: 19 October, 2020

OPDC is currently developing its potential funding requirements, so no evidence has yet been submitted. The government has also not yet issued any guidance on the likely requirements for a future funding programme.

Old Oak & Park Royal - CSR submission (4)

Question No: 2020/3742

[Tony Devenish](#)

What GLA Group resources have so far been spent on preparing the funding request for Old Oak and Park Royal in your CSR submission?

Old Oak & Park Royal - CSR submission (4)

[The Mayor](#)

Last updated: 19 October, 2020

No GLA Group resources have spent on preparing a funding bid in relation to the CSR submission as no funding programme has yet been released by government.

OPDC's planning and delivery teams have prioritised the work to submit appropriate modifications to its draft Local Plan and to assess likely infrastructure and delivery requirements to deliver OPDC's housing and jobs targets and its budget for the current year to support this work is £400,000.

Wandsworth Bridge Road

Question No: 2020/3743

[Tony Devenish](#)

Do you agree that a traffic displacement scheme which leads to massive congestion, such as the entirety of Wandsworth Bridge Road being full of near stationary cars, is clearly a failure and should be removed?

Answer for Wandsworth Bridge Road

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Oyster Ticket Stop Shops

Question No: 2020/3744

[Tony Devenish](#)

Please produce a map, mapping out the 4,000 Oyster Ticket Stop Shops to alleviate fears that you are discriminating against children and the most vulnerable socio-economic groups including those with walking difficulties, by abolishing cash in tube stations. What is the greatest distance of these shops from a tube station?

Answer for Oyster Ticket Stop Shops[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Cycle to Work Scheme**Question No: 2020/3745**[Tony Devenish](#)

As described in the FT article “Bike retailers saddled with lower margins in state cycle scheme” and whilst welcoming the Government’s Cycle to Work Scheme, are you making representations for providers to reduce their commissions to avoid a situation where many cycle retailers struggle to make a profit on eligible bikes?

Answer for Cycle to Work Scheme[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Step-Free Access**Question No: 2020/3746**[Tony Devenish](#)

Will you ensure that for all TfL development projects the adjacent TfL assets, be they Tube or bus stations, include step-free disabled access? Please provide examples of where TfL has committed to this.

Answer for Step-Free Access[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

St John’s Wood Escalators**Question No: 2020/3747**[Tony Devenish](#)

Tube passengers at St John’s Wood are complaining about grease on their hands and clothes after using the escalators. Are TfL aware of this problem and is there anything more you can do to deal with it?

Answer for St John’s Wood Escalators[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Road Space Reduction

Question No: 2020/3748

[Tony Devenish](#)

Do you have any concerns that your decisions to reduce London road space, expand the cost and scope of the Congestion Charge and introduce many more 24-hour bus lanes is damaging London and could be the death knell for many otherwise viable businesses, particularly in Central London?

Answer for Road Space Reduction

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Closed Bus Stops

Question No: 2020/3749

[Tony Devenish](#)

One my constituents recently had to walk the entire length of Oxford Street to find a bus stop that was open for route 94 buses. Why are so many bus stops closed and what impact do you think this has on encouraging people to use public transport?

Answer for Closed Bus Stops

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Temporary Hammersmith-Barnes Road Bridge

Question No: 2020/3750

[Tony Devenish](#)

What professional analysis did TfL or Hammersmith & Fulham Council undertake on the Beckett Rankine temporary road bridge proposal?

Answer for Temporary Hammersmith-Barnes Road Bridge

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Grosvenor Road Gridlocked**Question No: 2020/3751**[Tony Devenish](#)

Traffic on the Grosvenor Road westbound approach to Chelsea Bridge continues to be almost invariably gridlocked since TfL's changes. Will you review, as a matter of urgency and priority, the need for the widened Westbound cycle lane approaching Chelsea bridge, and look to reinstate two lanes of traffic approaching the bridge as before?

Answer for Grosvenor Road Gridlocked[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Temporary Hammersmith-Barnes Ferry**Question No: 2020/3752**[Tony Devenish](#)

Does the temporary ferry between Hammersmith and Barnes require a full tendering process and, if so, what consideration has been given to classifying the situation as an emergency to allow that process to be circumvented?

Answer for Temporary Hammersmith-Barnes Ferry[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Hammersmith Road Gridlock**Question No: 2020/3753**[Tony Devenish](#)

At a recent MQT you described Stephen Cowan as an excellent Council Leader. How are you working with Hammersmith & Fulham Council to assess how to stop the complete gridlock of Hammersmith Road?

Answer for Hammersmith Road Gridlock[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Campaign Company**Question No: 2020/3754**[Tony Devenish](#)

In early 2020 Hammersmith & Fulham Council commissioned the Campaign Company to talk to residents about Cycleway 9. Since then the Council has repeatedly refused to release data from the Campaign Company's investigation into Cycleway 9, including residents' feedback. Given your oft-repeated commitment to transparency, will you urge the Council to release this data?

Answer for Campaign Company[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Keeping London Moving (1)**Question No: 2020/3755**[Tony Devenish](#)

What practical measures can you take to reduce rat running, congestion and keep London moving?

Answer for Keeping London Moving (1)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Keeping London Moving (2)**Question No: 2020/3756**[Tony Devenish](#)

In the absence of proper consultations on changes to London's road space, will you commit to working with brilliant organisations like the Marylebone Association and the Kensington Square Residents Association to harness their expertise and local knowledge in keeping London moving?

Answer for Keeping London Moving (2)[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Tube Noise**Question No: 2020/3757**[Tony Devenish](#)

At the last Transport Plenary there was cross-party agreement that excessive Tube noise is an unacceptable blight and yet like 'Groundhog Day' it never seems to end. A recent letter from Andy Lord suggested that TfL could not prioritise dealing with Tube noise. Do you recognise that TfL has a duty of care to deal with excessive Tube noise and that its importance must not be diminished or downgraded?

Answer for Tube Noise[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Improving London's Air Quality**Question No: 2020/3758**[Tony Devenish](#)

Have you got any workable policies to improve London's air quality, other than force London's roads to a standstill, which as we have seen has the opposite effect?

Improving London's Air Quality[The Mayor](#)

Last updated: 20 October, 2020

Policies in my London Environment Strategy are expected to result in the avoidance of around 300,000 new cases of NO₂ and PM_{2.5} related disease and 1.2 million new air pollution related hospital admissions Londonwide by 2050.

A study by King's College London looking at the overall rate of improvement in NO₂ levels across London before 2016 found that if the trend of inaction seen between 2010 and 2016 continued it would take 193 years to reach legal compliance. However, further modelling undertaken for City Hall by King's College London suggests the Mayor's far-reaching policies would reduce this to just five years.

Analysis shows that measures introduced since 2016 have already helped transform London's air, having reduced the number of Londoners living in areas exceeding legal pollution limits by 94 per cent and reduced the number of state primary and secondary schools in these areas by 97 per cent.

The award winning Ultra Low Emission Zone has contributed to a reduction of 44 per cent in roadside nitrogen dioxide in the central London ULEZ zone. There are now 44,100 fewer polluting vehicles being driven in the central zone every day with 79 per cent of vehicles in the zone now meeting the ULEZ emissions standards. While significant progress has been made, with a substantial reduction in the number of Londoners living in areas exceeding

legal limits for NO₂, tens of thousands of Londoners still breathe illegally polluted air. This is why I will be expanding the Ultra Low Emission Zone in October 2021.

Other successful policies I have implemented include introducing twelve Low Emission Bus Zones, cleaning up other buses with the entire fleet expected to be Euro VI by the end of this year, funding 21 Low Emission Neighbourhoods, delivering 70 school and nursery air quality audits, funding over 400 School Streets, providing a £48m fund to support scrappage schemes and tightening of the Non-Road Mobile Machinery Low Emission Zone.

Answer for Improving London's Air Quality

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Oakley Street (1)

Question No: 2020/3759

[Tony Devenish](#)

Could you arrange for TfL officers to meet with Kensington & Chelsea Officers at Oakley Street as soon as possible to find ways to reduce rat running and gridlock, as well as the significant levels of pollution that they cause?

Answer for Oakley Street (1)

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Oakley Street (2)

Question No: 2020/3760

[Tony Devenish](#)

What consideration has been given to banning left turns from Oakley Street onto Albert Bridge?

Answer for Oakley Street (2)

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Hammersmith & Fulham Policing and Crime Commission Report 1**Question No: 2020/3761**[Tony Devenish](#)

Do you agree that Hammersmith and Fulham Council's plan in their Hammersmith & Fulham Policing and Crime Commission Report, to set up a non-emergency crime reporting phone number will overlap with 101, create confusion and risk non-compliance with crime data recording standards?

Answer for Hammersmith & Fulham Policing and Crime Commission Report 1[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Safer Neighbour Boards and Ward Panels**Question No: 2020/3762**[Tony Devenish](#)

Will you ensure that money allocated for Safer Neighbour Boards and Ward Panels is only spent for this purpose?

Safer Neighbour Boards and Ward Panels[The Mayor](#)

Last updated: 19 October, 2020

I can confirm that Community Engagement Fund 2020/21 has been allocated to all Safer Neighbour Boards to provide administrative support and the funding of local borough-based community engagement projects in line with applications received within the deadline. Any unallocated funds will be reallocated to support other community-related work. MOPAC does not provide any funding directly to ward panels.

Hammersmith & Fulham Policing and Crime Commission Report 2**Question No: 2020/3763**[Tony Devenish](#)

In the Hammersmith & Fulham Policing and Crime Commission Report, Hammersmith and Fulham Council acknowledged that the relationship between the council, police, MOPAC and residents has broken down, what are the main reasons for this?

Answer for Hammersmith & Fulham Policing and Crime Commission Report 2[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Hammersmith & Fulham Policing and Crime Commission Report 3**Question No: 2020/3764**[Tony Devenish](#)

In the Hammersmith & Fulham Policing and Crime Commission Report, Hammersmith and Fulham Council plan to set up a Youth Commission, to date what communications have you, your office or Mopac had with the council on the proposal?

Hammersmith & Fulham Policing and Crime Commission Report 3[The Mayor](#)

Last updated: 19 October, 2020

It is important that there are good opportunities in place for young people to engage in civic life and a Youth Commission can be an effective means of ensuring this happens. As advised in my response to Mayor's Question No: 2020/3761 neither I nor MOPAC has formally received a copy of the Commission's report and there has been no consultation with myself or MOPAC on the recommendations.

Police officer health**Question No: 2020/3765**[Tony Devenish](#)

How many Met officers are classified as clinically obese, following the Met ordering 5,000 pairs of XL trousers? What are you doing to help officers improve their health?

Answer for Police officer health[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Women in the criminal justice system 1**Question No: 2020/3766**[Tony Devenish](#)

What work is taking to place to ensure female victims of domestic and sexual abuse do not enter the criminal justice system?

Answer for Women in the criminal justice system 1[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Women in the criminal justice system 2

Question No: 2020/3767

[Tony Devenish](#)

38% of women who have committed a crime say they have done so due to a need to support their children. What are you doing help these women?

Women in the criminal justice system 2

[The Mayor](#)

Last updated: 19 October, 2020

Addressing the economic marginalisation and poverty that can drive mothers into crime, and the lasting impact of a criminal conviction, is critical. That is why, I've invested £4.6 million into two WrapAround services for women offenders and those at risk of offending. These provide education, training and skills support, alongside financial management. I also funded £293,000 to the Parenting Support Project, which demonstrated the importance of providing mothers and their children tailored support to navigate the social care system to break intergenerational cycles of poverty and offending.

Healthy relationships

Question No: 2020/3768

[Tony Devenish](#)

Following the report 'A space to learn about relationships' by Advance Charity, what are you doing to help young people understand what a healthy relationship looks like?

Healthy relationships

[The Mayor](#)

Last updated: 19 October, 2020

My Healthy Schools London programme supports schools to teach about healthy relationships. As part of the programme, schools review how their curriculum, school policies, ethos and environment contribute to pupils' personal development and provide opportunities to understand healthy relationships and manage risk-taking behaviour.

As part of my Violence Reduction Unit's Supporting Inclusive Schools programme, the arts and drama charity, Tender, are delivering a whole-school approach to prevent domestic abuse and sexual violence by teaching young people about healthy relationships. Tender will provide 160 schools and Pupil Referral Units across 16 priority London boroughs, with learning resources and will teach adults how to support healthy relationship learning in their settings.

My Young Londoners Fund supports nine projects targeted exclusively at vulnerable young women aged 10-21. The projects, which will reach over 900 young women, empowers participants by offering support around mental well-being, healthy living, healthy relationships and education and skills development.

Fraud, violent and drug crime**Question No: 2020/3769**[Tony Devenish](#)

Do you agree with Graeme Biggar, the head of the National Crime Agency that action to stop fraud is “overdue”? What specific proposals have you developed with the Met over the last 4 years to combat fraud in London with the Met saying economic crime is fuelling violence and drugs?

Fraud, violent and drug crime[The Mayor](#)

Last updated: 19 October, 2020

Since 2016 the Met has undertaken numerous activities to address the threat posed by fraud. The Met has adopted all appropriate recommendations contained within the HMICFRS Thematic review on the policing response to fraud. The Met established the Economic Crime Command, which co-ordinates the Met’s response to fraud. Initiatives such as the Banking Protocol (training staff to spot vulnerable customers) and the Economic Crime Victim Care Unit have been established in collaboration with the City of London Police and Trading standards. These have been adopted as good practice nationally. This year the Met has supported the National Economic Crime Centre (NECC) led operations on Courier Fraud and Romance Fraud.

Seizing money that fuels violence is a priority for the Met. Since March this year, the Met has seized or frozen a total of £48m including one seizure of banknotes that totalled £5.1m.

Protests**Question No: 2020/3770**[Tony Devenish](#)

What are your views on the accusations that the MPS did not give anti-lockdown protesters the same leeway and flexibility as Black Lives Matter, and Extinction Rebellion?

Answer for Protests[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Speakers Corner**Question No: 2020/3771**[Tony Devenish](#)

I have been contacted with concerns that Christian Preacher, Hatun Tash has been banned from Speakers Corner after threats were made against her life. Do you agree that the police

should help protect free speech and debate in this country and not allow those who wish to prevent it to obtain what they want through police action or inaction?

Answer for Speakers Corner

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Police helicopters

Question No: 2020/3772

[Tony Devenish](#)

For each month from October 2018 to September 2020, please can you provide the number of times a police helicopter was deployed over Westminster, the length of each deployment and the reasons for the deployments?

Answer for Police helicopters

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Dr Heiko Schöning

Question No: 2020/3775

[David Kurten](#)

German Doctor Dr Heiko Schöning was arrested by the Met Police Territorial Support Group at Speakers' Corner at Hyde Park on the afternoon of 26 September 2020 whilst addressing a crowd. Could you explain why he was arrested and what he has been charged with?

Dr Heiko Schöning

[The Mayor](#)

Last updated: 19 October, 2020

Neither I, nor the MPS, are able to comment on an ongoing investigation.

Police Officers Obscuring Their Identity

Question No: 2020/3776

[David Kurten](#)

Why did the Territorial Support Group police officers who conducted the arrest of Dr Heiko Schöning at Speakers' Corner at Hyde Park on the afternoon of 26 September 2020 cover

their name tags and numbers - clipping their phones over them, or cover them with their tabards. Given its own unhappy history with this particular issue, the Metropolitan Police will be particularly aware why uniformed police officers on public order duties must be capable of being identified at all times. The alleged re-appearance of this practice is highly disappointing. Who authorised it and why?

Answer for Police Officers Obscuring Their Identity

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Marble Arch Down Escalator

Question No: 2020/3777

[David Kurten](#)

To ask the Mayor for a further update on the re-introduction of a working down escalator at Marble Arch Underground Station. This work was due to be completed by mid-June and effectively means that the residents and those who work in the area have been without a down escalator at this station for a year.

Answer for Marble Arch Down Escalator

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Fines For Not Wearing a Face Mask

Question No: 2020/3778

[David Kurten](#)

How many fines, and how much in fines have been handed out to travellers on the London Underground for not wearing a face mask.

Answer for Fines For Not Wearing a Face Mask

[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

The Ethnicity Pay Gap

Question No: 2020/3779

[David Kurten](#)

To ask the Mayor for an update on the work taking place to close the ethnicity pay gap at City Hall and the wider GLA Family?

Answer for The Ethnicity Pay Gap[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Coronavirus Fines**Question No: 2020/3780**[Peter Whittle](#)

How much in fines has so far been handed out by the Metropolitan Police to members of the public and businesses for violating the Coronavirus Regulations?

Coronavirus Fines[The Mayor](#)

Last updated: 19 October, 2020

This information is not available at the regional level. The Metropolitan Police Service, as with all police forces, send Fixed Penalty Notices to ACRO (Criminal Records Office) for approval, with ACRO itself actually issuing the fine to the individual.

Recently published information by the National Police Chief's Council (NPCC) shows that between 27 March and 22 September 2020 across England 15,982 FPNs were sent to individuals with 7,706 of these having been paid. The NPCC indicates that it will provide more thorough analysis of payment of FPN data at a future date.

Oyster Cards**Question No: 2020/3781**[David Kurten](#)

I understand from a report in the *Evening Standard*¹ that TfL intends to stop accepting cash to top up Oyster cards in all London Underground stations. This step will disadvantage people who do not have bank accounts, many of whom are on low incomes. It will also impact secondary school pupils, who are due to lose their free travel passes in November and will find it impossible to top-up their Oyster cards if they don't have a bank account. What is your thinking behind this development?

¹ <https://www.standard.co.uk/news/transport/cash-payments-scrapped-tube-london-tfl-a4549646.html>

Answer for Oyster Cards[The Mayor](#)

Last updated: 20 October, 2020

Officers are drafting a response

Vauxhall Bridge

Question No: 2020/3782

[David Kurten](#)

Does Vauxhall Bridge remain on schedule to be re-opened in November 2020?1

1 <https://tfl.gov.uk/status-updates/major-works-and-events/vauxhall-bridge-closure>

Vauxhall Bridge

[The Mayor](#)

Last updated: 19 October, 2020

The safety-critical repair work to Vauxhall Bridge remains on course for completion by the end of November 2020. On 1 October, Transport for London switched, as scheduled, to the second traffic management phase of the project.