

Written Answers to Questions Not Answered at Mayor's Question Time on 14 September 2017

Bridges to Fish Island in Hackney Wick

Question No: 2017/3583

[Caroline Russell](#)

What is your view on the extent of opposition to the demolition at Vittoria Wharf and proposed road and pedestrian bridges linking the Olympic Park and Fish Island in Hackney Wick?

Oral response

Brexit

Question No: 2017/3753

[Fiona Twycross](#)

Is the Government listening to London's concerns about Brexit?

Oral response

TfL Ombudsman

Question No: 2017/3467

[David Kurten](#)

Given the sweeping powers and far-reaching consequences of the decisions taken by Transport for London, would the Mayor not agree with me that, in the interests of the people of London, an Ombudsman with sole responsibility for TfL should be put in place to ensure the highest standards of integrity and accountability?

Oral response

Housing record

Question No: 2017/3761

[Andrew Boff](#)

Are you proud of your housing record in your first year in office?

Oral question receiving a written response

[The Mayor](#)

Written response to the Mayor

I'm proud of the work I've done on housing over my first year as Mayor. But I'm also honest with Londoners that it will take some time for the consequences of previous housing actions to be rectified.

My draft Housing Strategy provides a clear plan of how I will make progress in tackling the housing crisis, working with national and local government, homebuilders, housing associations, investors, charities, and Londoners themselves.

I'm proud of the ambitious vision it sets out and confident that, in combination with the draft London Plan that is being worked on, and my other statutory strategies, it will start to make a difference to Londoners suffering from the housing crisis.

The vision it sets out for the future will build on the new direction we've begun to take, and what we've achieved already, during my first year as Mayor.

Transparency and Policing in London

Question No: 2017/3830

[Caroline Pidgeon](#)

How are you consulting Londoners about your plans to close police front counters and change local policing in the capital?

Oral response

London's Security after Brexit

Question No: 2017/3708

[Len Duvall](#)

Are you concerned about the impact of Brexit on London's security, for example in regard to the MPS being able to access the critical data it needs to protect London from terrorist threats as links with the EU are loosened?

Oral response

TfL Pensions and Pay

Question No: 2017/3768

[Gareth Bacon](#)

Are you content that TfL's pay and pension arrangements are at the appropriate levels?

Oral question receiving a written response

[The Mayor](#)

I've always been clear that I think TfL is good, but flabby. There are big cost reductions necessary to deliver the modern, efficient and affordable transport system Londoners need.

I won't tolerate waste and inefficiency and the TfL Commissioner, Mike Brown, is undertaking a fundamental overhaul of the organisation, reducing day-to-day operating costs for the first time in its history.

Since taking office I have focused on the affordability of senior manager and executive pay within TfL.

I have changed this so now I personally approve any proposed appointment with a base salary of £100,000 or higher. This has helped reduce the number of senior managers with a base salary of more than £100,000 by 19 per cent in 2016/17.

I have also introduced a pay freeze for all TfL Directors for four years from 2016.

The TfL Remuneration Committee made up of Board Members has direct accountability for decisions over the pay and performance award arrangements for the Commissioner and Managing Directors. I am reviewing the Committee's Terms of Reference to see if we should broaden its scope further.

TfL is an incredibly diverse and immensely complex organisation currently transforming itself to meet the demands of a rapidly changing economic environment in order to meet its new funding arrangements.

It is under no illusion that its pay arrangements must be made increasingly affordable and my commitment and drive to ensure this is unrelenting.

Brexit and London's Higher Education Sector

Question No: 2017/3711

[Joanne McCartney](#)

Given the Government's claims that there has been mass overstaying by foreign students have now been proved to be false by recent ONS figures, will you further renew your calls for HE students to be taken out of any immigration targets? What other steps does the government need to take to protect London's HE institutions during the chaotic Brexit negotiations and post Brexit?

Oral response

Mayor's Transport Strategy

Question No: 2017/3769

[Keith Prince](#)

How closely does the Mayor's Transport Strategy match the promises in your transport manifesto?

Oral response

Rough Sleeping

Question No: 2017/3665

[Tom Copley](#)

After rough sleeping increased under your predecessor, what assessments will you put in place to ensure any measures taken to reduce rough sleeping are achieving success?

Oral response

Metropolitan Line Extension

Question No: 2017/3796

[Shaun Bailey](#)

Is the delivery of the Metropolitan Line Extension an opportunity to convince the Secretary of State for Transport that you can be trusted with more rail devolution?

Oral response

A Post Garden Bridge London

Question No: 2017/3664

[Len Duvall](#)

Now that the garden bridge has finally been put out its misery, what infrastructure projects will you be funding that will enable more sustainable transport in the capital?

Oral response

Holiday hunger

Question No: 2017/3754

[Fiona Twycross](#)

What is your estimate of the number of children that went hungry in London during the recent school holidays?

Oral response

Police funding

Question No: 2017/3703

[Andrew Dismore](#)

What has been the Government response to your request for additional funding for the Met.?

Oral response

Planning Committee report into offsite manufacturing and the Mayor's Housing Strategy

Question No: 2017/3710

[Nicky Gavron](#)

What role do you see for offsite manufactured (OSM) homes contributing to the objectives identified in the Housing Strategy and wider strategic objectives?

Oral response

Protecting Londoners' human rights

Question No: 2017/3584

[Sian Berry](#)

With increases in the number of Metropolitan Police officers armed with firearms and tasers, and the use of intrusive tactics such as spit hoods and stop and search, what steps are you taking to ensure the human rights of all Londoners are respected?

Oral response

Increased demand on MPS related to mental health

Question No: 2017/3719

[Onkar Sahota](#)

The Metropolitan Police Service received a phone call related to mental health every five minutes last year. This represents an increase of almost one third compared to 2011-12.

(<https://www.theguardian.com/society/2017/aug/28/police-phone-calls-mental-health-nhs>)

What do you think has caused the rise in demand and how is the Met coping with the increase?

Oral response

Energy for Londoners - options appraisal report

Question No: 2017/3585

[Caroline Russell](#)

In answer to my question 2017/2190 you said "I will set out my plans for Energy for Londoners in the draft London Environment Strategy and will publish the options appraisal with the Strategy as part of the evidence base". Why didn't you release this when you published your draft Environment Strategy in August 2017?

Oral question receiving a written response

[The Mayor](#)

As you be aware, I have now published the options appraisal and this can be found on the Greater London Authority website at:

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

Digital policing

Question No: 2017/3675

[Unmesh Desai](#)

A report released in August on digital policing by the think tank 'Reform' outlines how demand on policing has changed as crimes such as robbery and criminal damage have fallen over the past two decades whilst crimes with a digital element such as fraud and internet enabled child abuse have risen. Do the Metropolitan Police Service have the resources and skills to deal with the changing nature of crime?

Oral response

Ion Pacific

Question No: 2017/3468

[Peter Whittle](#)

To ask the Mayor if he will join with me on congratulating the City of London on the recent news that the Asian merchant bank Ion Pacific has chosen to establish its new European headquarters in London - despite Brexit. (<http://www.cityam.com/269593/asian-merchant-bank-ion-pacific-expands-into-european>)

Oral response

London's Skyline

Question No: 2017/3736

[Navin Shah](#)

Will your London Plan herald a new approach to tall buildings and ensure genuine public consultation?

Oral response

Government's new childcare scheme

Question No: 2017/3755

[Fiona Twycross](#)

What is the impact of the Government's new childcare scheme in London?

Oral response

Airline checking facilities at Farringdon station

Question No: 2017/3425

[Caroline Pidgeon](#)

Given Farringdon will soon provide direct access to three airports, will you give consideration along the lines of Hong Kong - where passengers are able to check in luggage for flights at the station so removing the need of passengers to transport luggage to airports.

[The Mayor](#)

Remote baggage check-in for airport customers would require available space, high levels of security and operational support. The cost of providing this service would need to be weighed up by the airports/airlines to understand if it would be a viable commercial proposition for them. It would also need approval from security regulators.

Remote baggage check-in was launched at Paddington in 1999 for some Heathrow customers and a similar service was set up at Victoria around the same time for British Airways' Gatwick customers. However, both facilities closed within a few years (Victoria in 2002 and Paddington in 2003), due to a combination of lack of passenger demand and a review following the 9/11 terrorist attacks in 2001.

Capping of weekly Oyster Pay As You Go

Question No: 2017/3426

[Caroline Pidgeon](#)

Can you provide a date as to when weekly capping for Pay As You Go on Oystercards will finally be introduced to match the current weekly cap that applies for contactless card payments?

[The Mayor](#)

Extending weekly capping to Oyster is a priority for all of us. But this is a complex project, which requires significant amendment to the Oyster software. As always, TfL will not introduce the change until it is assured that it can be delivered 100 per cent reliably.

I can assure you that the development work is well in hand and the new capping software will be introduced before the end of 2018. I will announce a specific date for the introduction in due course.

Rapid electric charging points in London

Question No: 2017/3427

Caroline Pidgeon

Please list (a) the location of each existing rapid charging point for electric vehicles in London, and (b) the new rapid charging electric points that will be operational by the end of 2017.

The Mayor

All publicly funded existing rapid charging points (RCPs) in London and the wider UK are available here: www.national-charge-point-registry.uk. Information from this registry feeds third party applications such as Zap Map (www.zap-map.com) and Open Charge (www.opencharge.org) which are regularly updated and include privately funded charging points.

New rapid charge points being delivered by TfL are subject to legal agreements, planning conditions and new electricity connectivity. This makes it difficult to forecast precisely which sites will become operational and by when, however, TfL will ensure the locations are publicly known once an operational date is certain.

TfL Obligation to report law breaking by bus drivers (1)

Question No: 2017/3428

Caroline Pidgeon

What reason can you provide for TfL's policy of deterring the public from contacting bus operators and/or the police directly about safety incidents by refusing to publish the full contact details of each Bus Operator and its Managing Director on the TfL website?

The Mayor

TfL publishes contact details for all London bus operators on the TfL website under a section called 'Who Runs Your Bus'. This lists the companies and their contact details against the latest information held, and can be found using the link below: <https://tfl.gov.uk/modes/buses/who-runs-your-bus>

Customers can alternatively contact the bus operators or police directly through their websites. If a customer makes a complaint directly to TfL about something that occurs on a specific London bus route, TfL will pass the details on to the relevant operator to make them aware of the issue. Any instances of dangerous driving are sent to the Metropolitan Police at: <https://www.met.police.uk/roadsafelondon>.

Transparency and TfL Executive Pay

Question No: 2017/3429

[Caroline Pidgeon](#)

The Prime Minister has announced the government's intention to compel public companies to publish the pay differential between their executives and average workers. Will the Mayor compel TfL to publish the same information?

[The Mayor](#)

I am committed to having the most open and transparent mayoralty, which is why I have told TfL to make more information available than ever before. The TfL Annual Report, which is available online, includes a section outlining the relationship between senior executive pay to the rest of TfL.

This compares the Commissioner's base salary against the median base salary across TfL which in 2016/17 stood at £47,230. For the past five years this ratio has been:

2016/17 = 7.5 to 1

2015/16 = 8.76 to 1

2014/15 = 9.62 to 1

2013/14 = 7.51 to 1

2012/13 = 7.79 to 1

The base pay and the total remuneration of the Commissioner remains significantly lower than that paid in comparable organisations with which TfL competes for high quality staff.

Research by remuneration consultants, New Bridge Street, shows that the base salaries and total target remuneration of the Commissioner and other senior staff is significantly below the market level.

Centrecomm Strike

Question No: 2017/3430

[Caroline Pidgeon](#)

On 27-28 August 2017 TfL's Emergency Command and Control Centre for Surface Transport Operations was on strike. Were there any "Code Red" collisions or other incidents involving a TfL Bus during those days? If so, how were these calls handled?

[The Mayor](#)

During the 48-hour strike, calls were promptly and effectively handled by trained managers and emergency services were summoned to incidents where necessary.

There were around 230 code red calls on each day of the strike which is in line with the same two days from previous years. These covered fare disputes, customer disagreements, accidents bus drivers had witnessed and one collision involving a bus and a pedestrian.

"Code Red" calls to Centrecomm

Question No: 2017/3431

[Caroline Pidgeon](#)

How many emergency "Code Red" calls does Centrecomm receive in an average day?

[The Mayor](#)

CentreComm receives an average of around 230 code red calls a day, according to records for the past two years. This includes the morning and evening peaks when up to 8,100 buses are operating in London at any one time.

TfL covering CIRAS Subscription for its Bus Subcontractors

Question No: 2017/3432

[Caroline Pidgeon](#)

In a recent freedom of information request

(https://www.whatdotheyknow.com/request/amount_tfl_expended_to_cover_its#incoming-1028662), TfL confirmed that it paid the Subscription Fees to CIRAS for its contracted Bus Companies in 2017 "at no additional cost" than in 2016. Can you confirm how much TfL paid to cover the subscription of its bus subcontractors in 2016 and 2017.

[The Mayor](#)

There was no additional cost to TfL in 2016 and 2017. When the CIRAS contract was renewed, the cost of the subscription remained the same but the cover was broader, to include London's contracted bus operators.

CIRAS Subscription Costs for Firstgroup Tram Operations Limited

Question No: 2017/3433

[Caroline Pidgeon](#)

In your response to Question 2017/3056, you confirmed that Firstgroup Tram Operations Limited, the operator of the Croydon Tram, had recently subscribed to CIRAS. As it has already done for its private Bus Contractors in 2016 and 2017, did TfL cover Firstgroup Tram Operation Limited's subscription fees? If so, please indicate how much that sum was.

[The Mayor](#)

TfL did not cover Tram Operation Limited's subscription fees to CIRAS.

Confidential Incident Reporting and Analysis System (CIRAS) and Coaches

Question No: 2017/3434

[Caroline Pidgeon](#)

In response to Question 2017/3059, you now indicate that the earliest we can expect CIRAS to be extended to Coaches will be 2018. Since (a) many Coaches are only allowed to operate on London's road by possessing a valid TfL-issued London Service Permit and (b) a Coach was involved in a fatal collision with a Cyclist in February, how are the Mayor's announced Vision Zero goals served by not making subscription to CIRAS an immediate precondition for a Coach Operator to receive a London Service Permit from TfL?

[The Mayor](#)

I expect independent confidential reporting to be incorporated as a health and safety requirement in my revised Mayoral guidance document for London Service Permits (LSP).

It is important that the guidance is aligned with my Transport Strategy; as a result of the consultation on the draft Strategy, the final Strategy may also include further safety mechanisms for buses and coaches. It may be appropriate to incorporate any such additional measures in the revised LSP guidance.

TfL has confirmed that the operator concerned in the February incident already has a confidential incident reporting system in place.

ULEZ

Question No: 2017/3435

[Caroline Pidgeon](#)

Some constituents argue that the ULEZ should be small and tightly focussed, with an aggressive focus on hotspots in Central London, in order to achieve the greatest pollutant reduction at the lowest cost. What action are you taking to tackle these pollution hotspots in the capital's centre?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Kensington Police Station closure

Question No: 2017/3436

[Caroline Pidgeon](#)

MOPAC's Accessing Police Services report plans to sell Kensington Notting Hill Police Station, despite it being the most widely used police station in the borough. What are the predicted sale prices of all of the police stations in Kensington?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 03/10/2017

Any predicted sale prices for sites listed as possible disposals in the Police Access and Public Engagement consultation are not available due to commercial considerations.

Care Home Assaults

Question No: 2017/3437

[Caroline Pidgeon](#)

How many assaults have taken place in care homes across the capital for the years 2014-15, 2015-16 and 2016-17?

[The Mayor](#)

A count of Violence Against the Person Offences, Sexual Offences and Robbery Offences at a Hostel/Residential Home is attached below.						
Recorded between 1st April 2014 - 31st March 2017						
	Age	Offence type	2014/15	2015/16	2016/17	
	0-17	Sexual Offences	1	1	1	
		Violence Against the Person	6	5	4	
	18-64	Robbery		3	1	

	Sexual Offences	7	9	4		
	Violence Against the Person	56	78	89		
65-97	Sexual Offences	3	7	7		
	Violence Against the Person	42	47	52		
Grand Total		115	150	158		

Please note

"Assaults" have been determined as covering the Home Office Major Crime Categories of Violence Against the Person, Sexual Offences and Robbery.

The Venue Location marker was set to equal the following code:

BE Hostel/Residential Home (e.g. nurses quarters, student homes, nursing/elderly homes)

Business name contains any of the following words "Residential ", "Care ", "retirement", "childrens", "home"

Haringey Development Vehicle project

Question No: 2017/3438

[Caroline Pidgeon](#)

Do you support the Haringey Development Vehicle project? If not, will you call for the project to be scrapped?

[The Mayor](#)

Reduction in Government subsidy, rising land values and the desperate need to deliver more affordable homes means councils are left with little choice but to look at solutions different to those that may have worked in the past. I am aware Haringey's approach is not without risk, but it is a solution that is designed to contribute to meeting the housing challenges our city faces.

Prefabs built on existing housing developments

Question No: 2017/3439

[Caroline Pidgeon](#)

Have you considered proposals by certain developers to expand London's social housing provision by erecting prefabricated housing on top of existing social housing developments?

[The Mayor](#)

We have considered specific schemes in the past and there are similar proposals for such precision-manufactured homes being considered as part of my innovation fund.

MPS Art and Antiques Unit

Question No: 2017/3440

[Caroline Pidgeon](#)

I understand that the MPS' Art and Antiques Unit will be reassigned to the investigation into Grenfell Tower. Can you provide assurances that the unit will be reinstated once the investigation has been completed?

[The Mayor](#)

The MPS stated that at present they are facing unprecedented demands highlighted by the tragedy of the Grenfell Tower fire. Three officers from the Art and Antiques Unit have temporarily been moved to support this work. These attachments are under continual review. In the meantime, there remains a member of staff within the unit who is able to maintain liaison and work with the industry. They are being supported by a Detective Sergeant.

Major Events Oversight Board (1)

Question No: 2017/3441

[Caroline Pidgeon](#)

When did the Major Events Oversight Board last meet? Where are the minutes for these meetings available?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Major Events Oversight Board (2)

Question No: 2017/3442

[Caroline Pidgeon](#)

When reviewing the criteria of suitability for events in London, how do the Major Events Oversight Board take the impact on local areas into account?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Major Events Oversight Board (3)

Question No: 2017/3443

[Caroline Pidgeon](#)

Will you and the Major Events Oversight Board consider matching more London events to your Borough of Culture project?

[The Mayor](#)

Yes. The Major Events Oversight Board would welcome proposals on potential collaborations for joint programming with the winning boroughs once they have been announced.

Safer Neighbourhood Teams (1)

Question No: 2017/3444

[Caroline Pidgeon](#)

Please provide the current number of safer neighbourhood officers for every ward in London.

[The Mayor](#)

I am committed to ensuring that all 629 wards in London have at least two Dedicated Ward Officers (DWOs) by the end of 2017.

There are currently 1,204 DWOs in post. The remaining officers will be in place before the end of the year.

At the present time it is not possible to break this data down to an individual ward basis but this will be available over the coming months.

Safer Neighbourhood Teams (2)

Question No: 2017/3445

[Caroline Pidgeon](#)

Please provide the current number of safer neighbourhood PCSOs for every ward in London.

[The Mayor](#)

All 629 wards in London will have at least one PCSO.

There are currently 748 PCSOs working across wards. This cannot presently be broken down to a ward level.

Safer Neighbourhood Teams (3)

Question No: 2017/3446

[Caroline Pidgeon](#)

What is the current ratio of Sergeant to officers in the Met's Safer Neighbourhood Teams?

[The Mayor](#)

The current ratio of Sergeant to Police Constable across safer neighbourhoods is approximately 1 Sergeant to 8 Police Constables.

Garden Bridge

Question No: 2017/3447

[Caroline Pidgeon](#)

According to the National Audit Office's investigation into the Department for Transport's funding of the Garden Bridge (October 2016) it was stated "the Department's main lever to ensure that TfL complied with [its funding] conditions was the Secretary of State's right to reduce TfL's grant in current or future years." (s.2.13) Will you now be seeking assurances that the Department for Transport will not seek to claw back its share of the funding to date by reducing Transport for London's future grant or by other means?

[The Mayor](#)

Grant payments were only made to the Garden Bridge Trust following discussion and agreement with the Department for Transport. There has been no suggestion that the Department will seek to reclaim from TfL any of the money that has been paid to the Trust, and I would resist that very strongly.

There is a clear division between TfL and the Department on the unspent £23 million of public money pledged to the project, as shown in the documents on the TfL website at <https://tfl.gov.uk/corporate/publications-and-reports/temple-footbridge>.

Of this money, up to a further £9 million of the DfT's contribution to the project is available to the Garden Bridge Trust as an underwriting of potential cancellation liabilities. TfL is working closely with the Department to agree the approach to this underwriting.

Garden Bridge Trust (1)

Question No: 2017/3448

[Caroline Pidgeon](#)

Following the winding down of the Garden Bridge Trust, will you call on the Charity Commission to further investigate the Trust to ensure that all remaining public monies are returned and that a full report into the management of the Trust is published?

[The Mayor](#)

You will be aware that the Charity Commission previously investigated the Garden Bridge Trust and of course has access to Dame Margaret's review of the project.

If any further relevant information comes to light or there are any issues during wind-up, then TfL would of course bring these matters to the attention of the Charity Commission.

Garden Bridge Trust (2)

Question No: 2017/3449

[Caroline Pidgeon](#)

How much public money was spent by the Garden Bridge Trust from the day you became Mayor to the day it wound up?

[The Mayor](#)

The Garden Bridge Trust is responsible for the money spent on the project. No grant payments have been made to the Trust since I became Mayor.

Garden Bridge Trust (3)

Question No: 2017/3450

[Caroline Pidgeon](#)

Will you call for the transparency of the Garden Bridge Trust's accounts so that we can account for where public expenditure was spent?

[The Mayor](#)

I join you in calling for the highest levels of transparency from the Garden Bridge Trust. Transport for London and my team will do all they can during the wind up process to help facilitate this.

The Garden Bridge Trust has told me that it will account for every line of expenditure as it winds up its operations, in accordance with the Companies Act.

Borough Commands Units - response times

Question No: 2017/3451

[Caroline Pidgeon](#)

Recent reports have shown that BCU response times have been unacceptably delayed. What are the current response times for the BCUs being trialled and what were they before the pilot?

[The Mayor](#)

The Basic Command Unit (BCU) pathfinders are a genuine test and they have revealed challenges, particularly around response.

I have been clear that response time performance has been unacceptable and must improve. The MPS is prioritising this area and has deployed considerable resources to ensuring performance improves.

The last few months have shown considerable improvement.

	Percentage of 'Immediate' (I) calls in target per month
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Month	BCU Central North	BCU East Area	MPS average
September 16	86%	77%	83%
October 16	89%	79%	85%
November 16	87%	79%	86%
December 16	86%	79%	86%
January 17	90%	78%	88%
February 17	85%	75%	87%
March 17	79%	66%	86%
April 17	79%	63%	86%
May 17	70%	52%	83%
June 17	69%	50%	82%
July 17	74%	48%	82%
August 17	78%	63%	85%
September 17	82%	73%	86%
October 17	87%	82%	82%

Borough Command Units - measurement of success (1)

Question No: 2017/3452

[Caroline Pidgeon](#)

How will you measure whether the BCU trials in progress have been a success?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22/09/2017

The MPS will conduct a detailed evaluation of both BCU mergers, using a range of qualitative and quantitative measures taken across all aspects of the BCU policing model and the service received by the public.

Local authorities continue to be closely involved in overseeing the progress of the Pathfinders and each area has an Oversight Board which is chaired by the Leader of one of the Local authorities and includes representatives from all the local authorities involved, MOPAC and the Metropolitan Police Service. The purpose of these meetings is to challenge and inform the delivery of the model and its impact on the policing service provided to the public.

The format of the ongoing evaluation takes into account the priorities and commitments within the Police and Crime Plan, through their relationship to programme benefits, and how these are delivered in the BCU environment. This approach keeps a close view on agreed local policing priorities; addressing harm, vulnerability and ASB. This is supported by a range of established performance indicators and metrics, combined with consultation with staff, key stakeholders (including SNBs and Safeguarding Boards) and Ward Panel Chairs, through surveys and structured interviews.

The results and recommendations will be jointly considered by the Commissioner and I in considering the form of any future roll out to other areas of London.

Borough Command Units - measurement of success (2)

Question No: 2017/3453

[Caroline Pidgeon](#)

Will you commit to scrapping the BCU programme if residents experience a worse police response than before?

[The Mayor](#)

I am clear that Met will not implement a model that does not keep Londoners safe.

No decision on the further roll out will be made until the challenges around response are resolved.

London Ambulance waiting times

Question No: 2017/3454

[Caroline Pidgeon](#)

Would you be open to meeting with the London Ambulance Service Forum to try and help resolve the issues associated with ambulance queuing on patient care and treatment?

[The Mayor](#)

I discussed this issue with the chief executive of the London Ambulance Service earlier this month. We agreed that my officers would offer to meet the chair of the London Ambulance Service Patients Forum with LAS officers to explore this further.

Hammersmith flyunder (1)

Question No: 2017/3455

[Caroline Pidgeon](#)

Do you support the Hammersmith flyunder project?

[The Mayor](#)

Please see my response to MQ 2017/3456.

Hammersmith flyunder (2)

Question No: 2017/3456

[Caroline Pidgeon](#)

What action have you taken to implement the proposed Hammersmith flyunder?

[The Mayor](#)

TfL completed a feasibility study for the Hammersmith flyunder in 2015. The scheme looks to address issues of congestion, mitigate against noise and air pollution from traffic, provide space for new housing and make the area more appealing for walking and cycling. The study indicated that it would be technically feasible to build a tunnel to replace the flyover and provide opportunities to regenerate Hammersmith town centre.

The likely construction and operational costs of the scheme were found to be significant and could not be covered through local sources and from proceeds from associated development in the town centre. As this is primarily a regeneration scheme, it is being considered further by the London Borough of Hammersmith & Fulham who are developing a Supplementary Planning Document for the town centre.

While I am supportive in principle of schemes such as the proposed Hammersmith flyunder, any such schemes need to be fully funded by development in the local area. TfL will work closely with the Council, but the scheme has to demonstrate that it can deliver the benefits and meet the key challenges before I can fully support it.

Freight Commissioner

Question No: 2017/3457

[Caroline Pidgeon](#)

Do you support the London Chamber of Commerce and Industry's calls for a Freight Commissioner to alleviate the growing logistical demands of the capital?

[The Mayor](#)

The freight sector is essential to London's success, and my officers and I are carefully considering the issues facing the sector as we finalise my new Transport Strategy. Freight will be a key focus area for my Deputy Mayor for Transport and TfL as they finalise the strategy and embed its delivery within TfL's operations. She will be working closely with the sector to improve TfL's capabilities in this area and think about how freight operates in London in the context of the broader transport strategy and other key modes of transport.

Singapore Road Pricing

Question No: 2017/3458

[Caroline Pidgeon](#)

Singapore will shortly be introducing road pricing using cars' GPS to charge motorists. What assessment has TfL made about implementing such a system in London? Will you commit to comprehensively reviewing the system once it is in place?

[The Mayor](#)

My approach to paying for road use is set out in my draft Transport Strategy.

I am giving consideration to the development of the next generation of road user charging systems, which could more closely reflect usage of roads by including for example distance, time and emissions.

I have asked Transport for London to look at how a more sophisticated 'per mile' scheme could work in London and part of this work will be to review what systems are in place in other cities, including Singapore, and what we can learn from them.

Metropolitan Open Land (MOL)

Question No: 2017/3459

[Caroline Pidgeon](#)

A number of constituents have raised concerns about development on Metropolitan Open Land (MOL). What assurances will you provide to ensure that MOL is protected against unsuitable development?

[The Mayor](#)

I am committed to protecting Metropolitan Open Land (MOL). The adopted London Plan contains Policy 7.17 setting out strong protection against inappropriate development on MOL. It is my intention to carry through this strong protection into my new London Plan. But ensuring effective implementation is also crucial, which I have been doing for referable applications since I took office - please also see my answer to MQ 2017/3635.

Proposed changes to Nine Elms Lane and Battersea Park Road

Question No: 2017/3460

[Caroline Pidgeon](#)

Are you convinced that TfL's current proposals for the 2.5km stretch of road from the Vauxhall Gyrotory, along Nine Elms Lane and Battersea Park Road to Macduff Road are fully compliant with your proposed Transport Strategy objective of working towards the elimination of road traffic deaths and serious injuries and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Camberwell Green junction

Question No: 2017/3461

[Caroline Pidgeon](#)

Are you convinced that TfL's proposals for the Camberwell Green junction are fully compliant with your proposed Transport Strategy objective of working towards the elimination of road traffic deaths and serious injuries and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

TfL Advertising

Question No: 2017/3462

[Caroline Pidgeon](#)

Further to your answer to Question 2017/3100 when will TfL complete its review on whether it is appropriate to extend its restriction on accepting advertising in any form from organisations that it licenses.

[The Mayor](#)

TfL is currently reviewing its policy on accepting advertising from organisations it licences and expects to complete the review later this year.

Hopper bus fare

Question No: 2017/3463

[Caroline Pidgeon](#)

Does TfL still have plans to ensure that the 'Hopper' fare is able to offer unlimited bus and tram transfers within one hour as suggested in your press release of the 12th September 2016. If so please provide an update as to when this development will start to operate.

[The Mayor](#)

Yes, we still intend to introduce the unlimited Hopper fare. The necessary development work is underway and introduction is likely to be in the first half of 2018.

I will announce the specific date in due course.

West Brompton London Overground platforms (1)

Question No: 2017/3464

[Caroline Pidgeon](#)

Will TfL review the management of the London Overground platforms at West Brompton with the option of transferring them to Arriva London Rail London?

[The Mayor](#)

London Overground platforms at West Brompton are currently staffed by Arriva Rail London. TfL will always ensure stations are staffed while services are operating and turn up and go assistance is provided for those with any access needs.

TfL is responsible for maintaining the station. If there are any particular issues at West Brompton, TfL managers would be happy to help resolve them.

West Brompton London Overground platforms (2)

Question No: 2017/3465

[Caroline Pidgeon](#)

When and on what do TfL plan to spend the Section 106 contributions paid to them by CapCo for enhanced facilities at West Brompton station?

[The Mayor](#)

The planning permission for the Capco site at Seagrave Road car park in the London Borough of Hammersmith & Fulham was granted in 2012 and included two significant Section 106 contributions towards improvements at West Brompton station. These were:

£1.1m towards station capacity enhancements, including additional gates and an enhanced ticket hall

£1.2m towards the cost of providing step-free access from the street to the southbound Wimbledon branch of the District line.

A further £3.8m has been secured as part of the Earls Court Section 106 agreement, which is required to supplement the contributions secured for the Seagrave Road car park.

Once Transport for London receives the Earls Court Section 106 contribution the full works can be delivered as a single package, which is both the most cost effective approach and has the minimal impact on Londoners' lives.

Background check of private hire drivers

Question No: 2017/3466

[Caroline Pidgeon](#)

Please set out the reasons and the date relevant evidence was presented to TfL which led to the decision being made to authorise the new vetting procedures for at least 13,000 private hire drivers, as reported in the Sunday Times on the 3rd September 2017.

[The Mayor](#)

Please see my answer to MQ 2017/3782.

PH Vehicle and Driver Numbers

Question No: 2017/3469

[David Kurten](#)

Further to a conversation with Deputy Mayor for Transport Val Shawcross and TfL Commissioner Mike Brown in the recent Plenary session of the London Assembly and a recent letter to Mike Brown, what are the number of vehicles and drivers for all TfL licenced PH operators with over 1,000 vehicles or 1,000 drivers?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Women-Only Train Carriages

Question No: 2017/3470

[David Kurten](#)

On 22 August 2017, the Evening Standard reported that there were 6,057 violent and sexual offences on the capital's railways, tube trains and stations in 2016, compared to 5,137 the year before. In response, the Labour MP Chris Williamson has suggested that the introduction of women-only train carriages could combat the rise in sexual offences on public transport. I recall that Labour leader Jeremy Corbyn mooted the same point, during his leadership campaign in 2015. Does this suggestion have your support?

[The Mayor](#)

There are no plans to introduce women-only carriages. The increase in reports of sexual offences was anticipated and is considered a positive result of the efforts by TfL and the police, as part of Project Guardian and the Report It to Stop It campaign, to tackle unwanted sexual behaviour on public transport and to increase confidence in reporting sexual offences. This important work continues.

TfL's focus is on ensuring everyone feels safe wherever they are on its network. The Report it to Stop it campaign has given more women the confidence to report. We want victims to know that every report of unwanted sexual behaviour matters is taken extremely seriously, and helps build a picture of the offender so they can be caught and brought to justice.

Traffic Lights at Marble Arch

Question No: 2017/3471

[David Kurten](#)

To ask the Mayor why the phasing of the traffic lights both before and behind Marble Arch are set on such a short 'green man' phase. The current settings demand feats of athleticism on the part of local pedestrians not normally found in the general population.

[The Mayor](#)

TfL's engineers have checked the pedestrian crossing periods at the junctions around Marble Arch, and have confirmed that they meet the safety standards and guidelines as set by the Department of Transport. The signals have a 'green man' period of six seconds, followed by a safety 'blackout' period to allow pedestrians to clear the crossing.

PH Vehicles and Quality of Life

Question No: 2017/3472

[David Kurten](#)

Further to a conversation with Deputy Mayor for Transport Val Shawcross and TfL Commissioner Mike Brown in the recent Plenary session of the London Assembly, will you act to relieve the blight on residents living in Spout Lane North and near Harlington Fields from PH vehicles parking in residents bays and idling, littering and worse in these areas, as they wait for lucrative jobs at Heathrow Airport?

[The Mayor](#)

TfL is aware of the anti-social behaviour issues by licensed private hire drivers in the Harlington Fields area. They are working in partnership with the London Borough of Hillingdon to address them by issuing fixed penalty notices for various offences.

TfL compliance officers and Hillingdon's Environmental Enforcement Team are regularly deployed to patrol and carry out enforcement activities.

Passenger Numbers on Buses

Question No: 2017/3473

[David Kurten](#)

While there are more than two billion passenger journeys a year on the bus in London, numbers are in decline. Between 2014/15 and 2016/17, the number of passenger journeys made on buses dropped by six per cent. Traffic speeds in London have dropped from 9.8mph three years ago, to 9.2 mph today. Is the reason for the decline in numbers predominantly due to the rise in traffic congestion on the roads?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Jacobs Report (1)

Question No: 2017/3474

[David Kurten](#)

Why have TfL ignored the conclusions of the Jacobs Report which states that: "Virtually all taxi drivers are self-employed and would therefore have to bear the cost of a new vehicle themselves while at the same time seeing the value of their present taxi diminishing. With a new zero emission vehicle costing approximately £40,000, and a high proportion of drivers over the age of 50, there is a risk, even with mitigation, of an exit of drivers and vehicles from the market. Taxi drivers with older vehicles can: invest in new vehicles, including second hand that meet the age limit but availability of the latter is expected to be virtually nil; or withdraw from the market."

[The Mayor](#)

I am committed to making London's taxi fleet the greenest in the world. I am investing £875m to improve air quality in London and this includes significant funding to support taxi drivers to switch to zero emission capable vehicles.

TfL commissioned Jacobs to assess the environmental, health, equality, economic and business impacts of the original Ultra Low Emission Zone (ULEZ) proposals to inform the October 2014 consultation. The previous Mayor approved the introduction of the ULEZ following that consultation, with an exemption for taxis, alongside a further consultation with the taxi and private hire trades on revised proposals to introduce zero emission capable licensing requirements. Please see my answers to MQ 2017/2635 and MQ 2017/2636.

My Taxi and Private Hire Action Plan aims to ensure that the markets for taxi and private hire drivers are fair, with space for all providers to flourish. It sets out measures that will help taxi drivers phase out diesel taxis and switch to new clean zero emission capable taxis. TfL are offering payments of up to £5,000 to drivers of the oldest vehicles who choose to no longer license their taxi in London and they are also contributing to the Government's Plug-in Taxi Grant, which will provide up to £7,500 off the price of a new zero emission capable taxi. I am lobbying Government for a national scrappage fund that would see taxi drivers receive additional compensation to scrap their old taxis.

TfL are also delivering a new rapid charge point network, with locations dedicated to taxis, to enable drivers to maximise fuel savings and operate mostly with zero emissions.

Jacobs Report (2)

Question No: 2017/3475

[David Kurten](#)

Was it TfL TPH's intended policy to drive taxi drivers out of business, given that a table in the Jacobs Report shows that the number of PH Drivers has grown by 67% in the period between 2005 when PH Licensing was completed (and TfL took over running the Taxi & PH Industry from the Met. Police) whilst taxi drivers have only grown by 4%, and the report states: "If data on the number of registered drivers is a good indicator of relevant market share, it would appear that taxis have been challenged by PHVs in London over the last decade. With the growing use of mobile apps to pre-book PHVs, the pressure on taxis is likely to continue, although nearly half of all taxi trips start from being hailed on-street. Outside central London,

the suburban taxi market, where earnings tend to be lower and competition from PHVs higher, could see the biggest decline in taxi availability, if drivers decide that the ability to make a reasonable return on a substantial investment declines."

[The Mayor](#)

I am aware of the challenges that are facing the taxi trade, which is why I have committed to the measures that I have laid out in my Taxi and Private Hire Action Plan.

Working with taxi drivers, Transport for London is putting my plan into action. All of London's taxis now accept card payments making them as convenient as possible for customers. TfL is allowing taxis access to additional bus lanes in key locations to improve journeys.

TfL is on course to increase rank space by 20 per cent by 2020 for taxis to make sure they are widely available in busy locations throughout London, including suburban areas.. TfL has recently added rank locations to the 'nearby' section of Journey Planner. This information has also been made available to app developers; notably the Apple Maps app is now using London's taxi rank data, making it easier than ever to connect passengers to taxis.

I am concerned with the growing number of private hire drivers on our streets. As you will be aware, TfL is legally obliged to issue a licence to any driver that meets the criteria for licensing. As a result, we have seen the number of London licensed drivers double in recent years. My Deputy Mayor for Transport, Val Shawcross, the TfL Commissioner and I have raised this issue with Government Ministers and the Department for Transport. We have also raised the broader issue of cross-border hiring which, if not addressed, will make any new powers to cap private hire vehicle numbers ineffective.

I would urge Assembly Members to support our efforts to push for these important changes.

Gender Neutral Language on the Underground (1)

Question No: 2017/3476

[David Kurten](#)

What will be the punishment for TfL staff who do not comply with the instruction not to use the words 'ladies and gentlemen'?

[The Mayor](#)

TfL wants everyone to feel welcome on the transport network. It reviews the language in announcements and elsewhere to make sure that it is fully inclusive, reflecting the great diversity of London.

TfL has briefed staff on this, though from time to time, I am sure well-meaning staff may still use the term 'ladies and gentlemen'. TfL will issue occasional reminders to staff where necessary.

Gender Neutral Language on the Underground (2)

Question No: 2017/3477

David Kurten

With reference to the instruction to TfL staff to stop using the term "ladies and gentlemen" because it is deemed to be 'offensive, do you personally believe that the term 'ladies and gentlemen' is offensive? <http://www.conservativewoman.co.uk/lefty-lunacy-london-underground-goes-gender-neutral/>

The Mayor

Please see my response to MQ 2017/3133.

ZEC Taxis (1)

Question No: 2017/3478

David Kurten

The New ZEC Taxi is going to cost significantly more than the estimated £40,000 quoted in the Jacob's Report: the new TX5 ZEC taxi is £55,600, and even the Dynamo Electric Taxi is priced at £46,000. How can taxi drivers expect to purchase a new ZEC Taxi and compete with a Toyota Prius in the same market without additional help?

The Mayor

Please see my answers to MQs 2017/2635, 2017/2636 and 2017/3474.

ZEC Taxis (2)

Question No: 2017/3479

David Kurten

Even with additional fuel savings (a Prius is capable of the same, if not greater savings) a new ZEC Taxi is going to be double, if not treble, what a typical PHV costs to operate in the same Market. The £7,500 grants that are rumoured to be available to Cabbies are clearly not going to be enough. Will the Mayor be looking to find more funding, or is the intention to price taxi drivers out of the market, as was warned by Jacobs in October 2014?

The Mayor

Please see my answers to MQs 2017/2635, 2017/2636 and 2017/3474.

ZEC Taxis (3)

Question No: 2017/3480

[David Kurten](#)

It is only a matter of a few months before it is compulsory for all new taxis in London to be electric (ZEC compliant), why has no purchase price been released? Why have TfL not pressured LTC to do so? How can drivers and fleets be expected to plan and invest for their future when they do not know the cost of the only vehicle available to them? Please can you arrange for this information to be made available with immediate effect?

[The Mayor](#)

The London EV Company, formerly known as the London Taxi Company, announced the cost of its new TX zero emission capable taxi on Tuesday 1 August. This was widely reported in the media at the time.

Common Purpose and TfL

Question No: 2017/3481

[David Kurten](#)

To ask the Mayor how much money TfL has spent on Common Purpose training courses.

[The Mayor](#)

TfL spent £271,690 on Common Purpose training courses between May 2010 and December 2015. Prior to May 2010, Common Purpose was procured as a wider purchase which means the cost of the training courses cannot be identified in isolation.

There has been no expenditure on Common Purpose training courses since 2015 as TfL developed a partnership with Cass Business School which meant it could be discontinued.

Taxi and Private Hire Trade (1)

Question No: 2017/3482

[David Kurten](#)

Why has TfL TPH allowed the Private Hire Trade to continually blur the distinction between the Taxi and PH Markets by allowing PHVs to be e-hailed, despite PH drivers not having the qualifications or skills to operate this way?

[The Mayor](#)

E-hailing is not a term that is defined in policy or in legislation.

Only taxis can ply for hire and be hailed in the street; private hire vehicles must be booked in advance through a licensed private hire operator.

Any app that puts a customer directly in touch with a private hire driver without the booking being accepted by a licensed operator is illegal. Where there is evidence of unlawful plying for hire, whether via an app or otherwise, appropriate action will be taken.

Taxi and Private Hire Trade (2)

Question No: 2017/3483

[David Kurten](#)

Why did TfL TPH allow PH Drivers to operate on-demand when their vehicles are not built for the purpose and do not have the prerequisite safety features (e.g. turning circle, partitions, wide door openings, steps, grab handles, WCA) found on London's Taxis?

[The Mayor](#)

Only licensed taxis can ply for hire in the street. Private hire vehicles must always be booked in advance through a licensed private hire operator and this must be done prior to the start of a journey.

Where there is evidence of unlawful plying for hire taking place, TfL's compliance team will investigate and appropriate action will be taken.

Taxi and Private Hire Trade (3)

Question No: 2017/3484

[David Kurten](#)

Given that Uber were only licensed in the Summer of 2012 and the amount of PH Drivers in 2013 were 72% of ALL Drivers in the Industry, what possible reason could TPH have for allowing the PH Market to grow even more substantially, to the point where the PH Market is well beyond the Saturation point & Taxi Drivers are driven out of business?

[The Mayor](#)

Please see my response to MQ 2017/3475.

Taxi and Private Hire Trade (4)

Question No: 2017/3485

David Kurten

Why did TfL TPH streamline the PH Application system for Uber in 2015 (as uncovered by FOI and published by the LCDC) and ignore calls to hold a Moratorium on PH Licences until new measures were brought into to stop the uncontrolled growth? Why did TPH deliberately throw fuel on the flames?

The Mayor

Officers are drafting a response which will be sent shortly.

Appointment of London's First CDO

Question No: 2017/3486

David Kurten

I note your appointment on 25 August 2017 of Theo Blackwell as the capital's first ever Chief Digital Officer. Your press release states that Mr Blackwell has previously worked for GovTech accelerator Public Group (<https://www.london.gov.uk/press-releases/mayoral/mayor-appoints-chief-digital-officer>). Would this be the same company founded by the former deputy head of the policy unit at No 10 Downing Street, one Daniel Korski, who remains heavily implicated in lobbying UK government, on behalf of Uber?

The Mayor

Theo Blackwell is coming to City Hall after a long career in local government and the tech sector.

I am informed his previous role as a Fellow at Public involved two programmes that did not address the transport sector. He was involved in research around how mayors with devolved powers can use digital technologies to improve public services for all.

He also worked to help start-ups involved in community engagement, cyber security and adult social care.

The Knowledge

Question No: 2017/3487

David Kurten

What action is TfL taking to address the declining number of boys and girls learning the layout of London's streets and attractions in preparation for The Knowledge?

The Mayor

Please see my response to question MQ 2017 /2646.

TfL Taxi Trade Investment

Question No: 2017/3488

David Kurten

How much money have TfL actually invested in taxis to date (not future investment), since they took over running the trade?

The Mayor

TfL spends all of the income it receives from licence fees on the delivery of taxi and private hire licensing and compliance activities, including:

- All back office costs and all contract costs
- Taxi and private hire compliance activity
- Contributions toward the cost of dedicated police cab enforcement activity; and
- All Knowledge of London exam costs for new taxi drivers.

TfL publishes an annual financial summary online. Figures from 2010 to 2016 can be viewed at <https://tfl.gov.uk/info-for/taxis-and-private-hire/licensing/licensing-information>, and figures for 2016/17 will be published soon.

Private Hire Vehicles

Question No: 2017/3489

David Kurten

Do you agree that PH vehicles without a booking, waiting outside stations such as St Pancras and Paddington are causing obstruction and are a safety and security risk? Do you agree that without a booking, they are virtually plying for hire?

The Mayor

The enforcement of parking, loading and waiting regulations at sites such as St Pancras and Paddington is a key activity in order to reduce congestion and maintain the safety and security of the area.

Safety and security is of utmost importance and compliance officers are regularly deployed to these and other high profile locations in conjunction with other TfL staff to ensure that these regulations are followed. In a number of locations, or specific areas within these sites, TfL staff work closely with other agencies to ensure that the regulations are followed.

Taxi and Private Hire Trade (5)

Question No: 2017/3490

[David Kurten](#)

The majority of questions at MQT that are taxi-related are answered on your behalf by TfL Officers (LTPH staff). The LCDC are concerned that there is a possible conflict of interest here. For transparency, trust and impartiality can you disclose the names and positions of these officers, so the public can be sure that LTPH senior managers are not protecting their positions, by managing and hiding their own failings and criticisms, in their answers to questions concerning the taxi and private hire trades?

[The Mayor](#)

There is no conflict of interest in TfL drafting answers, approved by my office, to questions directly aimed at TfL.

Taxi and Private Hire Trade (6)

Question No: 2017/3491

[David Kurten](#)

During the past year, there has been a serious deterioration in relations between TfL and the London Taxi Trade, contrary to your administrations pledge to improve this. The LCDC reports that Mike Brown has cancelled meetings three times in succession, Val Shawcross has not met the trade for over a year and TfL Compliance have omitted important points raised in meetings from their minutes. There is a feeling among representatives of the taxi trade that senior TfL management hold them in contempt and have a total disregard for the trade. Will you make steps to improve relations, or are you going to let relations between TfL and the taxi trade further deteriorate? Will you as Mayor and Chair of TfL meet the trade officially for the first time to build bridges?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Taxi and Private Hire Trade (7)

Question No: 2017/3492

[David Kurten](#)

How can the Mayor force taxi drivers to meet such high standards of 'The Knowledge' whilst allowing Private Hire drivers to remain 'bog' standard?

[The Mayor](#)

Our city has the best, most qualified taxi drivers in the world. The dedication, discipline and perseverance needed to pass the Knowledge of London to become a licensed London taxi driver is crucial in offering a world class service. Our city's taxi trade is seen as the gold standard across the world and we aim to keep it that way.

In April 2016, TfL and the taxi trade met to discuss the Knowledge. The senior trade representatives present at the meeting agreed they wanted to maintain the current high standards of the Knowledge.

TfL spent a significant amount of time formulating its proposals to enhance industry standards in its review of Private Hire regulations, including a three-stage public consultation process.

The commitments I made in my Action Plan build on the work already undertaken by TfL in its regulations review and will further improve safety and drive up standards within our private hire industry. I am pleased with the progress we have made so far. However, there is more work to do. I can assure you that TfL and I are committed to ensuring that Londoners and visitors to our Capital receive the level of service that is expected from our private hire industry.

Taxi and Private Hire Trade (8)

Question No: 2017/3493

[David Kurten](#)

Does he agree with Unite the Union that all drivers in the Private Hire industry should meet a decent high minimum standard?

[The Mayor](#)

I welcome the support of Unite the Union in calling for national minimum standards in the private hire industry. It is extremely important that the standards of our private hire industry are high, especially in terms of safety. I am committed to ensuring that Londoners and visitors to our capital receive the level of service that is expected from our private hire industry.

TfL and I are actively seeking to drive up standards as set out in my Taxi and Private Hire Action Plan. TfL has introduced an English language requirement, and will be introducing an enhanced topographical test, as well as putting forward proposals for an advanced driving test for private hire drivers.

TfL and I are supportive of national minimum standards across the private hire and taxi industry, with licensing authorities able to regulate for additional standards as required in their local area. This will help us ensure high standards that are appropriate to the needs of London.

Taxi and Private Hire Trade (9)

Question No: 2017/3494

David Kurten

Will the Mayor introduce a vocational qualification in the Private Hire industry that raises standards and introduces disability awareness and safeguarding of vulnerable people?

The Mayor

There are a host of measures that TfL is introducing to improve standards within the private hire industry, including the introduction of an enhanced assessment for private hire drivers which will include disability awareness and safeguarding as well as other safety, equality and regulatory knowledge. More information on the measures TfL is working on to improve safety standards is available online: <http://content.tfl.gov.uk/taxi-and-private-hire-action-plan-2016.pdf>.

Mayor's Transport Strategy Consultation and Taxis

Question No: 2017/3495

David Kurten

The Mayor's Transport Strategy Consultation makes no mention of taxis. Are they not an integral part of yours and TfL's plans for London's future transport network?

The Mayor

My draft Transport Strategy does mention taxis, specifically at Policy 18 and Proposals 28, 52, 73 and 74.

I am determined to create a vibrant taxi and private hire market, with space for all providers to flourish. TfL's Taxi and Private Hire Action Plan includes specific new measures to support licensed taxi drivers, and sets out ambitious plans to enhance public safety, and improve London's air quality. This is reflected in my draft Strategy.

Uber (1)

Question No: 2017/3496

David Kurten

If Uber are licenced in London, should they not be contributing towards the cost of Hospitals, Ambulance, Schools, Police and Fire Brigade Service by paying UK tax? What is your opinion? Do you think it is morally unacceptable that they don't?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

Please see my answer to MQ 2016/4073.

Uber (2)

Question No: 2017/3497

[David Kurten](#)

Can the Mayor confirm that TfL (LTPH) Compliance Officers have witnessed the Uber booking process and that the booking is allocated by Uber from its Control Centre prior to the driver receiving the details? Can you clarify when that happened and how?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

TfL takes all necessary steps to ensure that PHV operators are complying with private hire legislation in the way bookings are processed.

Uber (3)

Question No: 2017/3498

[David Kurten](#)

An FOI reply from the Metropolitan Police last month, provides evidence of an increase of 50% from the previous years, in sexual assaults carried out by Uber drivers. 48 offences were recorded. Do you agree that this a shocking and appalling statistic? Do you believe that this is unacceptable and proves that the licensing of Uber and its business model endangers the public, particularly vulnerable women?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Uber (4)

Question No: 2017/3499

David Kurten

If you re-license Uber at the end of September, will you make it a condition of their licence that ALL their drivers will be paid at least the London Living Wage after expenses?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

I am a passionate advocate of the London Living Wage, which is an important way for Londoners to pay their bills and stay afloat when housing costs often account for half of people's salaries.

While neither I, nor TfL, has the power to force companies to pay their staff the London Living Wage, I remain committed to my campaign for London's employers to provide it. While private hire operators are not regarded as employers of drivers, I support the premise that operators should pay them a London Living Wage.

TfL as the regulator and licensing authority makes licensing decisions. As you will be aware, on Friday 22 September TfL informed Uber London Limited (ULL) that it will not be issued with a private hire operator licence after the expiry of its current licence on 30 September. The reasons for TfL not issuing a new licence are available online at <http://content.tfl.gov.uk/13-17-licensing-decision-on-uber-london-limited.pdf>.

The Private Hire Vehicles (London) Act 1998 includes provision to appeal a licensing decision within 21 days of it being communicated to the applicant. ULL can continue to operate until any appeal processes have been exhausted, and licenced drivers can continue to drive for them as they can for any other licensed private hire operator.

Uber (5)

Question No: 2017/3500

David Kurten

What efforts have TfL made with PH Operators, to increase the number of Wheelchair Accessible Vehicles? At this present time how many PH vehicles are WCA?

The Mayor

A list of all wheelchair accessible private hire vehicles licensed in London is available online at: <http://content.tfl.gov.uk/designated-vehicles-equality-act-2010-august-2017.pdf>.

As you will be aware, all taxis licensed in London are wheelchair accessible. As private hire vehicles have to be booked in advance, a customer is able to request an accessible vehicle from an operator and the operator can, in turn, seek to provide an appropriate vehicle. Private hire customers are able to find operators who have accessible vehicles on the 'find a local minicab' page on the TfL website, by selecting the 'find wheelchair accessible vehicles' option - <https://tfl.gov.uk/forms/12389.aspx>

I believe that more can be done to increase the availability of wheelchair accessible vehicles in London's private hire fleet. I have asked TfL to further explore this and to work with the private hire trade to see what can be done to deliver more wheelchair accessible vehicles.

Uber (6)

Question No: 2017/3501

[David Kurten](#)

Will you instruct TfL to ensure Uber geo-fence its operations to the boundaries of London to ensure that only TfL registered drivers and vehicles operate in London. In addition, instruct TfL drivers and vehicles to only operate outside of London if a booking is sub-contracted via another PH Operator holding that license outside of London.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

As it stands, private hire vehicles are not legally restricted from taking bookings anywhere in England and Wales, provided the vehicle, driver and operator are licenced by the same licensing authority and the booking is accepted at the licensed operating centre within this authority.

With this in mind, it would not be legal for TfL to instruct Uber or any other private hire operator to ensure their bookings are carried out solely in the area in which their drivers are licensed.

As I am sure you agree, this undermines both TfL's and other licensing authorities' abilities to effectively regulate and enforce private hire activity in their areas, or to impose specific conditions that are a requirement for drivers licensed in those areas.

It cannot be right for private hire licensees to licence themselves with one authority, with the sole intention of working 100 per cent of the time in another. I believe that there is an urgent need to introduce a national solution to this issue, changing the law so that private hire bookings must start or end in the jurisdiction for which the vehicle and driver is licensed. This will allow a reasonable degree of flexibility for cross-border journeys while putting an end to out-of-town vehicles being permanently located within another licensing area.

My Deputy Mayor for Transport, Val Shawcross, and I continue to raise these issues with Government ministers and the Department for Transport, and we have contacted licensing authorities across England on this matter - many of whom share our concerns.

Uber (7)

Question No: 2017/3502

[David Kurten](#)

Are you aware of press reports that groups of Uber drivers in London have been switching off their app, in order to artificially trigger surge pricing?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

I am aware of reports in the press regarding surge pricing and I believe that operators should be transparent in their pricing structures. TfL covered this issue in its review of Private Hire Regulations. As part of the new regulations, which were implemented on 1 October 2016, operators are required to provide their customers with an accurate fare estimate before the journey starts (unless the fare has been pre-agreed).

Customers will ultimately decide which operator they choose to use and an accurate fare estimate ensures that they are fully informed before deciding to book a journey.

Uber (8)

Question No: 2017/3503

David Kurten

I was deeply concerned to read in the Sunday Times on 13 August 2017 a letter from Inspector Neil Billany, head of the Metropolitan Police's taxi and private hire unit to Helen Chapman, Transport for London's head of taxis and private hire, in which, he accuses Uber of failing to report sex attacks and other "serious crimes" committed by its drivers, and of obstructing officers trying to investigate them. Can you tell me what action is in hand to address these serious allegations?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

TfL has engaged with the police and followed up on these allegations with Uber London Limited (ULL) directly.

As you will be aware, on Friday 22 September TfL informed Uber London Limited (ULL) that it will not be issued with a private hire operator licence after the expiry of its current licence on 30 September. The reasons for TfL not issuing a new licence are available online at <http://content.tfl.gov.uk/13-17-licensing-decision-on-uber-london-limited.pdf>.

The Private Hire Vehicles (London) Act 1998 includes provision to appeal a licensing decision within 21 days of it being communicated to the applicant. ULL can continue to operate until any appeal processes have been exhausted, and licenced drivers can continue to drive for them as they can for any other licensed private hire operator.

Uber (9)

Question No: 2017/3504

David Kurten

Many people have described Uber's pricing model as 'predatory'. Why is 'predatory pricing' allowed in a regulated market?

The Mayor

Please see my answer to MQ 2017/3502.

Uber (10)

Question No: 2017/3505

[David Kurten](#)

Has the Mayor referred Uber to the Competition and Markets Authority?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

No.

Uber (11)

Question No: 2017/3506

[David Kurten](#)

On 6th July 2017, the London Assembly unanimously backed a motion asking you not to renew Uber's licence at the end of its 4 month period in September 2017, unless Uber shows a drastic improvement in its working practices. Do you consider that Uber has demonstrated a drastic improvement in its working practices?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

PH Operators (1)

Question No: 2017/3507

[David Kurten](#)

How do TfL justify the policy of giving licences to PH Operators who knowingly set fares at prices that will not pay all of their drivers at least the London Living Wage after expenses are paid out?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

Please see my answer to MQ 2017/3499.

PH Operators (2)

Question No: 2017/3508

[David Kurten](#)

How can a PH Driver possibly earn the Minimum Wage let alone the London Living Wage, if his base fare is only 75p/mile as Uber are reported to currently charge at Heathrow?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

Please see my response to MQ 2017/3499.

PH Operators (3)

Question No: 2017/3509

[David Kurten](#)

Is it true to say that a PH Operator that does not make sure its drivers can earn the London Living Wage after expenses is not 'Fit and Proper' to hold a licence?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

Please see my response to MQ 2017/3499.

PH Operators (4)

Question No: 2017/3510

David Kurten

How much, on average, does TfL calculate it costs per mile to run a Toyota Prius when covered by fully comprehensive hire/reward insurance required to hold a PH vehicle licence?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

As the licensing and regulatory body for the taxi and private hire trade in London, TfL's primary concern is public safety.

A driver or prospective driver is free to choose whichever vehicle suits their personal needs and budget providing it is able to secure a vehicle licence. TfL does not hold figures on the average cost per mile to run particular makes of private hire vehicles.

The September/October edition of TfL's magazine for licensees, OnRoute, includes an article on how to choose a private hire vehicle. It is available online at:

<https://tfl.gov.uk/info-for/taxis-and-private-hire/driver-news-and-updates>.

Assaults on Staff

Question No: 2017/3511

[David Kurten](#)

How many assaults on staff have occurred on both London Buses and the London Underground over the last five years?

[The Mayor](#)

TfL staff work hard to serve millions of customers and have the right to go about their work without fear or intimidation. TfL does not tolerate any form of verbal or physical abuse and encourages staff and members of the public to report any instance of it.

TfL's campaign against workplace violence sends a clear message that any abuse will be fully investigated to bring perpetrators to justice. TfL works closely with the British Transport Police and the Metropolitan Police Service to fully investigate all reports and push for the strongest penalties against offenders. TfL also has a Workplace Violence Unit dedicated to supporting staff who have experienced physical or verbal abuse.

There were 1,378m journeys made on the London Underground in 2016/17, and 2,262m made on buses in the same period. Please find below data on physical incidents against Buses and London Underground staff. These include spitting and where a threatening object was used.

The London buses figures include contracted bus drivers as well as Revenue Protection Inspectors and Bus Station Controllers.

Workplace violence - Physical	2012/13	2013/14	2014/15	2015/16	2016/17
London Buses	549	554	521	479	610
London Underground	449	455	467	438	441

TfL Enforcement Officers

Question No: 2017/3512

[David Kurten](#)

Have TfL Enforcement Officers been working at Stansted and other areas outside London?

[The Mayor](#)

TfL compliance officers have conducted a number of visits to locations outside of London including Stansted. This is to assist local authorities following an increase in the number of London licensed private hire vehicle drivers and vehicles working in these locations.

TfL will continue to review the number of resources deployed to address cross border activity.

TfL Staff

Question No: 2017/3513

David Kurten

How many of the 515 TfL staff earning more than £100,000 per year are women, BAME, LGBT or disabled?

The Mayor

Officers are drafting a response which will be sent shortly.

London Underground Station Closures

Question No: 2017/3514

David Kurten

I am concerned at the number and frequency of station closures on the Tube. RMT's general secretary Mick Cash has stated: "It simply defies belief that London Underground is still recklessly running services on the world's busiest railway through stations that have no staff available." That is despite a legal warning from the safety regulator, the Office of Rail Regulation (ORR), and a growing catalogue of serious incidents, including a fatality. RMT will be continuing to push the demand with London Underground directors that where the cuts mean that there are no staff available, then the station should be closed." Can the Mayor tell me how many Underground stations have been closed due to staff shortages over the last three years and also what steps are being taken to ameliorate this situation.

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

I have made it clear that TfL needs to do more to reduce the number of station closures. Last year I commissioned London TravelWatch to conduct a review into the impact of Tube station ticket office closures. Since then, TfL has been working closely with the Trade Unions to increase the number of station staff available to support customers. This includes the recruitment of an additional 325 staff, which will result in improved customer service and a reduction in the number of station closures due to staff unavailability. All recruitment will be completed by the end of 2017.

Instances where stations are closed due to lack of staff are infrequent and usually of a short duration. There were 69 station closures in 2015, 265 in 2016 and 218 in 2017 (up to the end of August) due to staff unavailability. The majority of these closures lasted for under an hour.

To limit the number of closures caused by temporary staff absence, TfL has a number of measures in place, including training and moving staff between stations as and when required.

TfL keeps customers informed of closures via its website, twitter feeds, text and email travel alerts and station electronic service update boards.

President Trump State Visit (1)

Question No: 2017/3515

[David Kurten](#)

When are you going to stop making negative comments about the President of the United States of America?

[The Mayor](#)

As Mayor, I will always speak up to protect the interests and security of Londoners.

President Trump State Visit (2)

Question No: 2017/3516

[David Kurten](#)

What are you doing to message potential far left thugs who may be planning to cause trouble on the forthcoming state visit of the President of the United States of America that you will not tolerate violence or the destruction of property during any such protests?

[The Mayor](#)

The Metropolitan Police Service leads on ensuring the right to peaceful protest amidst national events such as this. The MPS will engage actively with any group that expresses an intention to protest or demonstrate in London. It is always the intention to ensure that protests remain peaceful whatever the occasion for the protest or demonstration.

Hate Crime (1)

Question No: 2017/3517

[David Kurten](#)

How many Islamophobic hate crimes were reported in London on the day of the alleged hate crime spike of 6th June 2017 and how are they categorised? (Twitter, Facebook, Verbal, Physical, etc.). How many of these reported crimes actually took place on the day they were reported (6th June 2017)

[The Mayor](#)

There were 21 offences recorded on 6th June 2017 that were flagged as Islamophobic hate crime. This is the correct method of counting crime, in that this is the date the record was loaded onto the Crime Recording system. Five offences occurred on this day but many were related to offences that occurred earlier. This is often due to an incident reported to an officer at night being recorded the next day if the officer is on shift beyond midnight.

Of those reported on 6th June, the largest proportion (14 of 21) related to offences under the Public Order Act, namely racially or religiously aggravated Public Fear, Alarm or Distress.

Hate Crime (2)

Question No: 2017/3518

[David Kurten](#)

What are the 481 separate daily figures for racially motivated, religiously motivated, Islamophobic, anti-Semitic, homophobic, disability and transphobic hate crime for each of the 481 days between 8th May 2016 and 31st August 2017 in London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22/09/2017

Please see the Appendix 3518 indicating the daily count of each of the following strands of hate crime:

Racist

Faith

Islamophobic

Ant-Semitic

Sexual Orientation

Transphobic

Disability

Hate Crime (3)

Question No: 2017/3519

[David Kurten](#)

How many hate crimes for the period between 8th May 2016 and 31st August 2017 were reported directly to the Metropolitan Police and how many were reported via the CST, Tell Mama, Galop and Stop Hate UK

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22/09/2017

It is not possible for the MPS to produce data from recorded crime that shows the organisation that the reporting individual belongs to.

Hate Crime (4)

Question No: 2017/3520

David Kurten

How many hate crimes in London for the period between 1st July 2017 and 31st July 2017 actually took place in the period 1st July 2017 and 31st July 2017?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22/09/2017

Total Hate Crime Committed and Recorded in July 2017

Date	Offences
01/07/2017	24
02/07/2017	33
03/07/2017	45
04/07/2017	54
05/07/2017	56
06/07/2017	48
07/07/2017	66
08/07/2017	79
09/07/2017	69
10/07/2017	77
11/07/2017	73
12/07/2017	55
13/07/2017	76
14/07/2017	68
15/07/2017	63
16/07/2017	48
17/07/2017	80
18/07/2017	54
19/07/2017	54
20/07/2017	63
21/07/2017	51

22/07/2017	61
23/07/2017	35
24/07/2017	43
25/07/2017	54
26/07/2017	49
27/07/2017	79
28/07/2017	57
29/07/2017	52
30/07/2017	48
31/07/2017	38

Hate Crime (5)

Question No: 2017/3521

[David Kurten](#)

How many hate crimes in London for the period between 8th May 2016 and 31st August 2017 were reported by the victim of the alleged hate crime and how many were reported by someone else on behalf of the victim?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22/09/2017

From information supplied by the MPS - between 8th May 2016 and 31st August 2017 , 76 hate crimes were reported by third parties other than the victim of the offence.

This means that 26,797 were reported by the Victim in each case. This represents 99.7% of reported hate crime.

Hate Crime (6)

Question No: 2017/3522

[David Kurten](#)

When will daily hate crime figures, which are released selectively by the Mayor to publicise 'hate crime spikes', be made easily accessible to the general public?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22/09/2017

We are adding hate crime data to the crime statistics published on the Met's website.

The new service will allow members of the public to choose from a range of types of hate crime, to tailor the data for their local borough and to see more than seven years of statistics. In line with the other data, the site will show monthly figures. This addition will be in place by November.

Hate Crime (7)

Question No: 2017/3523

[David Kurten](#)

Can the Mayor provide the annual London hate crime figures broken down by source and each category broken down by source?

[The Mayor](#)

It is not possible to provide this information from the crime recording system.

Hate Crime (8)

Question No: 2017/3524

[David Kurten](#)

For the period between 8th May 2016 and 31st August 2017, what percentage of crimes recorded in London each day are committed on that day and what percentage of recorded crimes are committed a week or more before the date of recording?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22/09/2017

Between 8th May 2016 and 31st August 2017, information from the MPS indicates that 44% of hate crimes were recorded on the day they were committed, with 13% reported more than a week after the offence was committed.

Hate Crime (9)

Question No: 2017/3525

David Kurten

Which third party reporting organisations have reported suspected hate crimes to the Met over the last year?

The Mayor

It is not possible for the MPS to produce data from recorded crime that shows the organisation that the reporting individual belongs to.

Hate Crime (10)

Question No: 2017/3526

David Kurten

Is there a process to be followed before an organisation can become a third party reporting partner to the Met?

The Mayor

Any organisation can potentially become a third party reporting partner to the MPS. Any organisation would be expected to work with local Police and other organisations, for example local council, housing, social services, schools and other community partnerships.

It would be expected that they would liaise with local Police how matters are to be recorded, reported and responded to.

Each organisation and borough will have a bespoke response but there would be an expected third party reporting protocol in place between the local Police, authorities and the reporting organisation.

There are National Hate Crime reporting procedures for third party reporting centres in place available via the true vision website.

Hate Crime (11)

Question No: 2017/3527

[David Kurten](#)

Does the Metropolitan Police regard Tell Mama as a reliable, competent and trustworthy reporting partner?

[The Mayor](#)

The MPS has a long standing working relationship with Tell Mama, who are represented on the MPS strategic hate crime steering group, which is addressing matters around levels of under-reporting, quality of the partnership response and the support we collectively provide to hate crime victims. The MPS has found Tell Mama to be a reliable, competent and trustworthy contributor to the Steering Group.

Since 2015 Tell Mama, along with CST and GALOP have been also part of a national information sharing agreement (ISA) signed and authorised by the National Hate Crime Lead (NPCC) ACC Mark Hamilton.

Hate Crime (12)

Question No: 2017/3528

[David Kurten](#)

How many hate crimes in London for the period between 1st August 2017 and 31st August 2017 actually took place in the period 1st August 2017 and 31st August 2017?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22/09/2017

In total 1,538 hate crime offences were committed and recorded in the period 1st August 2017 and 31st August 2017.

Hate Crime (13)

Question No: 2017/3529

[David Kurten](#)

How many hate crimes in London for the period between 8th May 2016 and 31st August 2017 were online hate crimes?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22/09/2017

There were 95 hate crimes recorded with the feature code denoting an online element between 8th May 2016 and 31 August 2017.

Hate Crime (14)

Question No: 2017/3530

[David Kurten](#)

For the period between 8th May 2016 and 31st August 2017, what specific criminal offences (e.g. assault, attempted murder, malicious communications) in London were committed for those crimes designated as hate crimes, and how many were in each category?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22/09/2017

Please see Appendix 3530.

Hate Crime (15)

Question No: 2017/3531

David Kurten

For the period between 8th May 2016 and 31st August 2017, which 10 days saw the highest numbers of recorded hate crime in London?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22/09/2017

Please see the below table of those dates where the highest number of hate crimes were recorded.

Date	Offences
22/07/2016	108
02/07/2016	100
01/07/2016	98
30/06/2016	92
15/07/2016	91
29/06/2016	91
08/07/2017	90
16/09/2016	89
05/07/2016	89
04/07/2016	88
07/06/2017	88
27/07/2016	88

Hate Crime (16)

Question No: 2017/3532

[David Kurten](#)

For the period between 8th May 2016 and 31st August 2017, how many anti-Semitic hate crimes in London were committed by (i) Muslims, (ii) far-left activists and (iii) far-right activists?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22/09/2017

Political affiliations are not routinely recorded and thus not possible to extract from recorded crime figures.

Between 8th May 2016 and 31st August 2017, 13 recorded anti-Semitic offences had an individual accused recorded as Muslim. This equates to 0.05% of the total recorded during this period.

Ozone (1)

Question No: 2017/3533

[David Kurten](#)

Have you considered the negative effects of tropospheric ozone in your strategy for improving air quality?

[The Mayor](#)

As with the rest of the UK, London is compliant with the legal limit for Ozone.

Ozone is a secondary pollutant which is not directly emitted by human activity; it is produced by the effect of sunlight on NOx and volatile organic compounds (VOCs) from vehicles and industry.

The Environment Agency and London Boroughs regulate emissions of VOCs from industry, and significant reductions are continuing to be achieved under the European Solvent Emissions Directive.

My environment strategy will improve air quality and reduce dangerous levels of NOx emissions, which will in turn reduce the amount of locally produced Ozone, lowering levels of this pollutant and the risk to Londoners' health.

Ozone can travel long distances, and significant contributions to London's Ozone levels can come from national or international sources. This is why, even as the UK leaves the EU, close working with European partners through sharing best practice and coordinated action is also essential.

Ozone (2)

Question No: 2017/3534

David Kurten

In your opinion, what contribution does ozone make to climate change and global warming? Do you understand that, unlike carbon dioxide, ozone's absorption band in the infra-red spectrum is unsaturated, meaning an increase in tropospheric ozone will have a far greater impact on infra-red absorption than carbon dioxide?

The Mayor

Tropospheric ozone is a secondary air pollutant and it is particularly difficult to assess its greenhouse gas potential due to its short lifespan, compared to other greenhouse gasses, and the fact that ozone concentrations can vary highly from place to place. It can act both as a direct greenhouse gas as well as reducing the global warming potential of other greenhouse gasses.

Ozone is not directly emitted by human activity and as a secondary pollutant it is not recorded in London's Energy and Greenhouse Gas Inventory or the London Atmospheric Emissions Inventory as these only calculate direct emissions. Ozone is measured at a number of locations in London and data can be viewed on the London Air Quality Network website or through monthly reports on the London datastore.

I refer you to MQ 2017/3533 for London's compliance with legal limits for ozone.

London is Open

Question No: 2017/3535

Peter Whittle

I was delighted to learn that your campaign to persuade the world that London is open has attracted the support of Formula One driver Jenson Button, but wouldn't his support of this campaign make more sense if he lived in London, rather than Monaco?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22/09/2017

The purpose of my London Is Open campaign is to show that London is united and open to the world, following the EU referendum. Why would the campaign then discriminate against someone who lives outside of London?

I am delighted that former Formula 1 World Champion, Jenson Button, chose to support my campaign, alongside many other Formula 1 legends from across the world, such as Felipe Massa (Brazil), Daniel Ricciardo (Australia), Sebastian Vettel (Germany) and Fernando Alonso (Spain).

Al-Quds Day March

Question No: 2017/3536

David Kurten

In MQT Question 2017/2669 the Mayor stated that four complaints were made about the conduct of the Al-Quds demonstration and have been recorded as hate crimes. At what point did the police decide that the law was broken in all four complaints, what were these complaints and at what stage are the investigations?

The Mayor

The Al Quds Day march and the pro-Israeli counter protest on 18 June 2017 generated four separate reports of hate crime.

These reports amount to one allegation of an offence relating to comments made during the Al Quds speeches.

The investigating officer has submitted the case to the Crown Prosecution Service (CPS) for advice on whether an offence has been committed. The Metropolitan Police Service awaits the CPS decision.

Rising London Salaries

Question No: 2017/3537

Peter Whittle

To ask the Mayor if he has seen the recent report from the Recruitment and Employment Confederation (REC), which states that: 'Starting salaries are rising at their fastest pace for 20 months as the departure of European workers after the Brexit vote squeezes the availability of suitable job candidates' and whether he thinks this development is good news for Londoners? <http://news.sky.com/story/good-time-to-look-for-new-job-as-starting-salaries-rise-10979067>

The Mayor

I have seen the report, and while I welcome any increase in starting salaries for Londoners, I remain concerned that wage growth continues to lag behind inflation, the latter being driven in part by the fall in the value of sterling.

GLA HR Department

Question No: 2017/3538

Peter Whittle

To ask the Mayor how many staff in the GLA's HR Department are CIPD qualified.

The Mayor

I have asked my Executive Director of Resources to look into this and to respond to you directly.

Business Rates

Question No: 2017/3539

David Kurten

The government announced a £300m national relief fund in the Spring Budget to help businesses hardest hit by the business rates revaluation, which came into force on 1 April and has hit many small firms with punishing tax hikes. However, I am aware that only around £197k of this sum has so far been allocated. What representations have you made to London councils to get his process moving?

The Mayor

In the March Budget the Chancellor announced three relief schemes to support those ratepayers most adversely affected by the impact of the 2017 business rates revaluation:

- a scheme capping rises for small businesses losing eligibility for small business rate relief to £600 per annum for the next five years which will benefit around 5,000 small firms in the capital - mostly in inner London;

- a £1,000 one off discount for pubs with a rateable value below £100,000. This will benefit up to 3,000 pubs in the capital; and

- a local discretionary relief scheme to be administered and allocated by London boroughs and the Corporation of London individually subject to the requirement to consult on their schemes with the GLA. London has been awarded £124 million from the £300 million national pot over four years - of which £72.5 million is available in 2017-18. London's allocation will drop to £35.2 million in 2018-19, £14.5 million in 2019-20 and to a mere £2 million by 2020-21.

Due to the need to update software, consult with ratepayers - a process delayed by the General Election - and recalculate bills there has been a regrettable delay in implementing these relief schemes locally and applying the necessary credits to ratepayer bills. But I do not hold London boroughs and the City of London responsible for these implementation delays.

All 32 London boroughs and the Corporation of London now have announced details of their proposed local relief schemes and our current expectation is all eligible ratepayers should see the necessary credits applied to their bills by the end of next month. The GLA is monitoring the implementation of these local schemes closely.

While I welcome these limited relief schemes in so far as they go they were announced very late in the day by the Government after 2017-18 bills had been prepared by billing authorities - despite the fact that Ministers were well aware of the problems arising from the 2017 revaluation last autumn.

The level of support provided for 2017-18 also equates to less than 1 per cent of the £8 billion being paid by London business ratepayers this year - and will therefore provide only limited and temporary support to offset the £1 billion plus increase in London rates bills following the revaluation. The level of Government support declines rapidly next year so only provides a sticking plaster not a long term solution.

I will also be pushing for the administration of business rates to be fully devolved to London government prior to the next revaluation in 2022 similar to the arrangements already in place in Scotland, Wales and Northern Ireland. We cannot allow the huge rises faced by London firms at the 2017 revaluation to be repeated again - and we could mitigate the impact of future revaluations if the Government fully devolved decisions over business rates to the Mayor and London boroughs.

Olympic Games Legacy

Question No: 2017/3540

[David Kurten](#)

London's 2012 Summer Olympic Games organisers justified its £9 billion pound price tag with promises to deliver not only a sporting extravaganza, but an 'Olympic legacy' of prosperity for the East London boroughs where the Games were held. I am deeply concerned to learn that some five years on, that the six host boroughs have seen a spike in homelessness and numbers in emergency temporary accommodation, and that low-income local residents have been priced out of the so-called affordable housing that was supposed to be the Games' legacy. I also note that the London Legacy Development Corporation (LLDC), the organisation established to manage the regeneration of the Olympic Park and surrounding area has admitted that it has not built enough homes on the park to replace the almost 800 social housing units demolished to clear the site for the Games. I am not seeing anything here I would regard as a 'legacy' for the local people. What is being done to turn this situation around?

[The Mayor](#)

The housing crisis is the biggest challenge facing our city today and I have always been open that we will not turn things round overnight. The deal I struck last year with Government for greater investment in affordable housing was welcome and a vital first step towards tackling the housing crisis, but more is needed so we can lead a step-change in tackling the shortage of affordable homes in London.

The former athletes' village, East Village, has delivered 2,818 homes - 49%, i.e. 1,381 affordable homes, with nomination rights from local councils. There are also a number of developments planned for various sites providing 24,000 homes in and around the Park - 35% which will be affordable and these developments have been approved since 2012 as part of the Legacy Communities Scheme. These were all approved before May 2016.

The new 850-home Chobham Manor neighbourhood is well underway with 28% affordable housing. Work on the next two neighbourhoods, East Wick and Sweetwater, will start next year bringing a further 1,500 homes to the Park, 30% affordable. These were also approved before May 2016.

Crucially, LLDC is developing the infrastructure needed to support these new homes including schools, health centres and workplaces which will lead to 40,000 jobs in the area. A new cultural and education district will enhance this offer with a new building for V&A Museum and Sadler's Wells theatre, and two new university campuses including UAL's London College of Fashion, and UCL, in addition to the Loughborough University campus in its third year of operation at Here East.

This work continues to progress; International Quarter London will soon open the first of several head office buildings for tenants like Transport for London, the Financial Conduct Authority, British Council, and Cancer Research UK, with others to follow.

My housing team is working with LLDC to look at options to create more affordable homes.

Bus Conflagration

Question No: 2017/3541

[David Kurten](#)

To ask the Mayor what was the outcome of the investigation into the No. 113 double-decker bus, which burst into flames in the Finchley Road on the evening of Sunday 13 August 2017?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

The Garden Bridge (1)

Question No: 2017/3542

[David Kurten](#)

I and millions of my fellow Londoners were delighted to learn on 14 August 2017 that the Garden Bridge Trust had decided to wind its affairs up - but not before wasting £46.4 million of tax-payers' money (which we're not going to get back). However, I note in passing that the senior TfL staff who awarded the contract to Arup subsequently obtained well-paid jobs with that self-same company. Is there anything about the propriety of this state of affairs that concerns you as Mayor?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

Dame Margaret considered this point in her review of the project and concluded that there was no evidence to suggest any connection between Arup's contract on the project and the recruitment of TfL staff by Arup. I am satisfied with that conclusion.

The GLA is looking at Dame Margaret's recommendation about reviewing employment conditions to determine if any changes are needed to practices in the GLA and its functional bodies.

The Garden Bridge (2)

Question No: 2017/3543

[David Kurten](#)

Now that the Garden Bridge Trust has decided to wind down, will you call for a formal public inquiry to investigate the concerns raised in the Margaret Hodge report regarding the procurement, management of the Trust and actions of your predecessor. I am most concerned that blurred lines of responsibility and the selective amnesia of those involved are letting the guilty parties off the hook.

[The Mayor](#)

Dame Margaret's inquiry was a wide ranging independent review which is publicly available. I do not believe it necessary for another inquiry that will not tell us anything new.

I am ensuring that TfL and the wider GLA family take action on the lessons from Dame Margaret's report and TfL has already published its response which sets out a range of management actions they are taking.

The Garden Bridge (3)

Question No: 2017/3544

[David Kurten](#)

Will you please tell us how much public money was spent by the Garden Bridge Trust from the day you became Mayor, to the day they announced they were winding it up?

[The Mayor](#)

Please see my response to MQ 2017/3449.

The Garden Bridge (4)

Question No: 2017/3545

[David Kurten](#)

Will you be asking the Garden Bridge Trustees to contribute personally to reimburse the public loss on the project for which they were responsible?

[The Mayor](#)

The public funding provided to the Garden Bridge Trust was per a funding agreement between TfL and the Trust made under my predecessor. Of the unspent £23 million of the public money pledged, up to a further £9 million of the DfT's contribution to the project is available to the Garden Bridge Trust as an underwriting of potential cancellation liabilities.

I have instructed TfL to ensure that any further DfT funding required under the terms of the agreement is only provided when this is legally required and expect the Trustees to minimise the calls on this funding.

National Park City

Question No: 2017/3546

David Kurten

Are you concerned that the National Park City project could be used for further privatisation of public space, corporate sponsorship of community assets or to promote development which 'appear' green but in fact use greenery to cover up less environmentally beneficial construction, as we witnessed with the Garden Bridge fiasco.

The Mayor

No, I do not share your concerns. The National Park City concept was developed for and by Londoners to protect and promote the benefits of London's green spaces. I have given the idea my full support. By working with the newly established National Park City Foundation, and delivering the policies I have outlined in my Environment Strategy, we will ensure more access to better quality public green space and the greening of the built environment. I also propose to develop guidelines to establish how any new privately owned public space is governed so that it meets the needs of Londoners.

I have no problem with the principle of corporate sponsorship of community assets, provided the sponsorship is driven by corporate social responsibility objectives, delivers real benefits for local communities and doesn't result in inappropriate branding or product placement.

Brexit

Question No: 2017/3547

Peter Whittle

I understand that are currently trying to persuade your colleagues in the Labour Party to commit to holding a second referendum on the UK's membership of the EU, in an attempt to halt Brexit. Given that the British People rejected David Cameron's apocalyptic prophecy of national economic meltdown in June 2016 and that unemployment has now fallen to lowest level since 1975, with inward investment at a record high, the odds are not in your favour. What will you do if you lose a second referendum, or will you insist on further referenda until you get the result you seek? <https://www.standard.co.uk/news/politics/brexit-can-still-be-stopped-if-labour-commits-to-second-referendum-says-sadiq-khan-a3599286.html>

The Mayor

I am not pushing for a second referendum.

Fatigued Bus Drivers

Question No: 2017/3548

[David Kurten](#)

To ask the Mayor what monitoring systems do TfL have in place to ensure that bus drivers in a fatigued state are not getting behind the wheel of the capital's buses.

[The Mayor](#)

TfL takes the welfare of drivers very seriously, as it recognises that a healthy workforce supports the safe operation of the bus network.

Driving times and rest periods are governed by legislation, and compliance with these provisions is subject to continuous monitoring and controls. TfL carries out additional audits and monitors the statutory obligations that operators have to abide by regarding the scheduling of drivers working hours. This includes Driver Quality Monitoring to check vehicles on the network are being driven safely and professionally. Where breaches are found, these are reported to the Traffic Commissioner and Operators can be called to account for any concerns.

Even though the welfare of drivers is the responsibility of operators, TfL has a role to play in supporting and challenging the operators to continually improve conditions for their drivers - in particular around causes of fatigue. Recognising that there is a wealth of evidence across the transport industry to help combat driver fatigue, TfL is planning to hold a Bus Safety Summit in November to discuss this issue and share learnings and best practice.

Congestion Charge

Question No: 2017/3549

[David Kurten](#)

In recent months, I have noted an increasing number of vehicles on the street of London's West End with number plates comprised of Arabic characters. How does the ANPR equipment used by TfL identify these vehicles for the purpose of collecting the Congestion Charge.

[The Mayor](#)

TfL's current Congestion Charging Automatic Number Plate Recognition camera network is unable to support the software required to interpret Arabic number plates. TfL will be replacing the camera network in 2020/21 and will consider the issue of Arabic number plates in more detail as part of that work.

Any foreign-registered vehicle that is in the UK for more than six months is required to register with the DVLA and be assigned a UK number plate.

TfL Compliance Officers (1)

Question No: 2017/3550

[David Kurten](#)

Can you reveal how many Compliance Officers were PH drivers, prior to being employed by TfL in this role?

[The Mayor](#)

I can confirm that 10 compliance officers were previously private hire drivers prior to being employed by TfL and surrendered their licences as part of this process.

TfL Compliance Officers (2)

Question No: 2017/3551

[David Kurten](#)

Can you confirm as to whether a Compliance Officer has the authority to enter into a taxi, without the permission of the driver, to remove items from the cab?

[The Mayor](#)

I can confirm that the powers allowing compliance officers to take action in respect of taxis are contained within the London Hackney Carriages Acts of 1831, 1843 and 1853; the Metropolitan Public Carriages Act 1869; and the London Cab Order 1934.

These powers enable compliance officers to carry out a range of actions including requesting a badge/driver ID for inspection and a copy of insurance documents.

When undertaking a vehicle inspection a compliance officer is permitted to request the removal of unauthorised signage, however has no authority to confiscate items from a driver's cab.

Smoking in Vehicles

Question No: 2017/3552

[Peter Whittle](#)

To ask the Mayor how many fines the Metropolitan Police has handed out since the ban on adults smoking while a child was present in their car was introduced earlier this year.

[The Mayor](#)

From 1 October 2015 (when smoking in a vehicle with children under the age of 18 became law) to 1 August 2017, the MPS has recorded two incidents. In both incidents, a verbal warning was given and no fine issued.

The Department of Health and the National Society for the Prevention of Cruelty to Children (NSPCC) have advocated a period of education first before the issuing of any Fixed Penalty Notices (FPNs)/Traffic Offence Reports (TORs) takes place. This is echoed in guidance issued by the National Police Chiefs Council.

Common Purpose (1)

Question No: 2017/3553

[Peter Whittle](#)

To ask the Mayor what has been the cost to the Metropolitan Police of Common Purpose training courses over the last five years.

[The Mayor](#)

The Metropolitan Police Service (MPS) has spent £4,800.00 (including VAT) on Common Purpose Training courses over the last five years.

Common Purpose (2)

Question No: 2017/3554

[Peter Whittle](#)

To ask the Mayor how much money has the GLA spent on Common Purpose training courses.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22/09/2017

In 2017/18 the GLA has spent £500 on Common Purpose training. The spend was locally approved in Assembly Secretariat (Scrutiny).

Common Purpose (3)

Question No: 2017/3555

[Peter Whittle](#)

In response to question 2017/3121 you answered that 2 Metropolitan police officers had attended Common Purpose training in 2016. How many Metropolitan police officers of any rank attended Common Purpose training in each of the years 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, and 2017?

[The Mayor](#)

No officers attended Common Purpose Training during these years.

Only the aforementioned two Metropolitan Police officers in 2016 received Common Purpose Training at a cost of £4,800.00 (including VAT).

Common Purpose (4)

Question No: 2017/3556

David Kurten

How many TfL staff attended Common Purpose training in each of the years 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016 and 2017?

The Mayor

Transport for London (TfL) sent managers on a number of Common Purpose leadership training courses since its inception in 2000 until 2015. In 2015, TfL developed a partnership with Cass Business School which meant it could discontinue the Common Purpose training.

The table below shows the number of TfL staff who attended Common Purpose training in each year since 2000.

Year	Number of TfL Staff
2000	3
2001	4
2002	2
2003	2
2004	1
2005	4
2006	3
2007	3
2008	3
2009	6
2010	4
2011	15
2012	8
2013	8
2014	7
2015	20
2016	0
2017	0

Common Purpose (5)

Question No: 2017/3557

David Kurten

How many London Fire Brigade staff attended Common Purpose training in each of the years 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016 and 2017?

The Mayor

LFEPa response

Records show that LFB staff attended Common Purpose training as set out in the table below:

Year	Number of staff
2005	1
2007	1
2008	4
2009	1
2011	1
Total	8

Burglaries

Question No: 2017/3558

[Peter Whittle](#)

To ask the Mayor how many burglaries were committed in the Metropolitan Police District in the last five years and what was the clear-up rate in each of those years.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22/09/2017

The below shows the number of recorded burglaries for each of the last five financial years and the sanction detection rate each year.

Year	Total Burglaries	SD Rate
FY 12/13	92,687	11%
FY 13/14	85,275	11%
FY 14/15	73,645	8%
FY 15/16	69,712	7%
FY 16/17	69,505	7%

Knife Crime (1)

Question No: 2017/3559

[Peter Whittle](#)

To ask the Mayor what representations he has made to the Secretary of State for the Home Department about tackling London's troubling rise in knife crime.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22/09/2017

My Deputy Mayor for Policing and Crime, Sophie Linden, wrote to the Minister of State for Policing and the Fire Service, and the Shadow Minister of State for Policing following the launch of my knife crime strategy. They were provided a copy of the strategy and my position regarding Police funding, cuts to youth programmes and the need to work with Google and other media giants on removing offensive videos.

The letter requested support in our call for the Government to look at these specific issues which directly relate to knife crime and help us to keep children and young people safe.

Knife Crime (2)

Question No: 2017/3560

[Peter Whittle](#)

To ask the Mayor what representations he has made to the newly-established All Party Parliamentary Group on Knife Crime.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22/09/2017

MOPAC has recently briefed Sarah Jones, MP for Croydon Central, who launched the Group, on my recently published knife crime strategy and also my position regarding Police funding, cuts to youth programmes and the need to work with media giants on removing offensive videos.

My office also made representations via Sarah Jones at a House of Commons Debate on Knife Crime on the 6 September.

Metropolitan Police Discipline

Question No: 2017/3561

[Peter Whittle](#)

To ask the Mayor how many sworn and warranted Metropolitan Police officers have been disciplined and or dismissed over the last five years for misconduct in public office.

[The Mayor](#)

The table below summarises the outcome of misconduct or gross misconduct proceedings taking place in the five year period from 1st September 2012 to 31st August 2017, by rolling year (ie 1st September to 31st August), where police officers were the subject of arrest, charge or conviction for the offence of "misconduct/malfeasance in public office".

Sanction	12-13	13-14	14-15	15-16	16-17	Grand Total
Dismissal Without Notice	6	11	4	3	4	28
Final Written Warning		1		1		2
First Written Warning	1					1
Grand Total	7	12	4	4	4	31

Moped Gangs

Question No: 2017/3562

Peter Whittle

To ask the Mayor if the Metropolitan Police has revised its policy on chasing violent moped gangs, even if thieves remove their helmets to discourage officers from following them in case there is an accident - and the police themselves end up in the dock.

The Mayor

Please see response to MQ 2017 / 3199.

Cashpoint Fraud

Question No: 2017/3563

Peter Whittle

In MQT 2017/2684 I asked: 'what is the current incidence of cashpoint fraud in the Metropolitan Police Area and how many people have been arrested, charged and convicted for this offence over the last three years'. You responded: 'Data pertaining to the offence of fraud in particular is held by City of London Police, with whom MOPAC are liaising to gather the necessary data as requested.' Is this information now available?

The Mayor

Industry data relating to 'ATM crime incidents' is available by region, but unfortunately is classified as confidential.

However, the UK Card Association produces UK-wide statistics. These latest figures (<https://www.financialfraudaction.org.uk/fraudfacts16/>) show how much fraud takes place at cash machines in the UK on stolen cards or where a card account has been taken over by the fraudster. £32.7m was lost in 2015, a 30% increase on the previous year.

Police Helicopters

Question No: 2017/3564

Peter Whittle

To ask the Mayor what is the number of hours flown by police helicopters tasked by the Metropolitan Police over the last three years.

The Mayor

The number of hours flown by police helicopters tasked by the Metropolitan Police over the last three years is set out below:

2014/15 = 2,592hrs

2015/16 = 2,370hrs

2016/17 = 2,510hrs

Broadwater Farm Estate

Question No: 2017/3565

Peter Whittle

To ask the Mayor for an update on the Metropolitan Police initiative which involves playing classical music to the locals to deter incidents of verbal and physical abuse on the Broadwater Farm Estate in Tottenham.

The Mayor

The MPS have stated that there are currently no plans to play classical music on the Broadwater Farm estate.

If this tactic were to be considered in the future, the local police would engage local partners and members of the community prior to any action.

Police Informants

Question No: 2017/3566

Peter Whittle

To ask the Mayor how many money the Metropolitan Police has paid to informants over the last five years.

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 03/10/2017

The amount of money spent on obtaining information from informants is already a matter of public record and is published by the MPS on the following link:

https://www.met.police.uk/globalassets/foi-media/what_we_spend/corporate/specialist-crime--operations---amount-spent-on-obtaining-information-from-informant---201607

The amounts below are reported as being spent on obtaining information from informants in each of the last five financial years.

2011/12	£1,122,487
2012/13	£1,326,347
2013/14	£1,093,828
2014/15	£948, 423
2015/16	£769,049
2016/17	£795,830

Undercover Police Officers

Question No: 2017/3567

[Peter Whittle](#)

To ask the Mayor whether the practice of undercover police officers using the identities of dead children still obtains in the Metropolitan Police, or has it been discontinued.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22/09/2017

I am informed that the Metropolitan Police Service has ceased this practice. Its historic use will be considered by the Public Inquiry into Undercover Policing as part of its terms of reference.

Madeleine McCann

Question No: 2017/3568

[Peter Whittle](#)

To ask the Mayor how much money Scotland Yard has spent on investigating the disappearance of Madeleine McCann from her family's holiday apartment in Praia da Luz in Portugal on 3 May 2007, at the age of three years.

[The Mayor](#)

The investigation into the disappearance of Madeleine McCann is separately funded by the Home Office, and the MPS took on this case at the request of the Prime Minister in 2011, on the basis that it would be additionally funded. The MPS recognise that London's communities should not lose out as a result of such work, where the renowned expertise of Met murder detectives is used on such rare cases.

The expenditure for Operation Grange up to and including 31st August 2017 is £11.3m.

Notting Hill Carnival (1)

Question No: 2017/3569

[Peter Whittle](#)

To ask the Mayor what the total cost was of policing the Notting Hill Carnival over the recent August bank holiday weekend.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22/09/2017

The estimated cost for the policing operations for Notting Hill Carnival is £7,690,342. Please note this is an early indication and some further costs can be anticipated.

Notting Hill Carnival (2)

Question No: 2017/3570

Peter Whittle

To, ask the Mayor how many arrests and for what offences were made by the police at the Notting Hill Carnival over the recent August bank holiday weekend.

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22/09/2017

In 2016, the total number of arrests at Carnival was 454, 128 more than this year where there was a total of 326 arrests across both days (122 on Sunday and 204 on Monday).

It is important to recognise the proactive activity taken by the Met in advance of Carnival.

In total, 656 proactive arrests were made during the three weeks prior to Carnival.

Arrests

2015	407
2016	454
2017	326

Arrests this year

Sunday - 122

Monday - 204

Grand total = 326

Breakdown

	Assault Police	20
	Criminal Damage	8
	Public Order	33
	Off Weap / Points & Blades	56
	Theft Going Equipped	7
	Drugs	116
Sexual Offences		14
GBH		9

ABH / Common Assault	18	
Psychoactive drugs	6	
Other	39	

Notting Hill Carnival (3)

Question No: 2017/3571

[Peter Whittle](#)

To ask the Mayor how many police officers were injured at the Notting Hill Carnival, over the recent August Bank Holiday weekend.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22/09/2017

31 officers were injured at Notting Hill carnival 2017 of which 3 went to hospital.

This is totally unacceptable and I will continue to work closely with the organising committee, local authority, police and other partners, to ensure that Carnival becomes safer for all revellers and the police in the years ahead.

Art and Antiques Unit

Question No: 2017/3572

[Peter Whittle](#)

I am concerned to learn that all the detectives of the Metropolitan Police's Art and Antiques Unit have been seconded to work on the Grenfell Tower fire investigation, causing that squad's temporary closure. The Art and Antiques Squad works with overseas police forces to identify illicit trafficking of cultural goods and takes action when UK-based dealers and auctioneers report their suspicions about objects of dubious provenance. It also maintains the London stolen art database, which stores information and images of 54,000 items of stolen property. You will be aware that the squad has been disbanded before, in 1984, for budgetary reasons, but was re-established in 1989, following pressure from other police forces and the international art market. I believe that disbanding the team yet again would hobble efforts to combat criminal activity and safeguard London's reputation in a multi-billion dollar global market. Can you assure me that this specialist team will survive in its current form?

[The Mayor](#)

The MPS is wholly committed to the work of the Art and Antiques Unit and fully understands the challenges presented by any criminality that affects the cultural heritage of the UK.

At present the MPS is facing unprecedented demands highlighted by the tragedy of the Grenfell Tower fire. As such a number of officers have been moved across the MPS to manage the significant demands of this investigation and the need to support the victims and families

of those who tragically lost their lives.

Three officers from the Art and Antiques Unit have temporarily been moved to support this work amongst many other detectives. These attachments are under continual review and at a point when they can be released back to the Art and Antiques Unit, then they will. These decisions are not taken lightly. The MPS has worked hard to minimise the impact on all areas of work including the important work of the Art and Antiques Unit.

In the meantime, there remains a member of staff within the Unit who is able to maintain liaison and work with the industry. They are being supported by a Detective Sergeant. In addition, provision has been made for any allegation of crime to be investigated which will be done in collaboration with staff from that team. As such, the work of the unit is very much operational although it is recognised that for the interim, matters will be managed in a different way whilst the three officers are working on the fire investigation, who are still available to provide expert advice when required.

From next month, a newly appointed permanent unit head, Detective Sergeant Rob Upham, will be in post.

Modern Slavery

Question No: 2017/3573

[Peter Whittle](#)

To ask the Mayor what assessment the Metropolitan Police have made of the incidence of people-trafficking and modern slavery in the capital.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 03/10/2017

The MPS draws on information from a number of sources to provide an assessment of people trafficking and modern slavery in London. The most recent Modern Slavery Profile was completed in August 2017 and reviews current crime trends and cases the MPS are actively engaged in. It also identifies intelligence gaps and makes recommendations as to where resource should be directed.

The Modern Slavery Profile is not published owing to the sensitive nature of its contents.

Merger of Borough Commands

Question No: 2017/3574

[Peter Whittle](#)

To ask the Mayor how the merger of the Metropolitan Police borough commands of Barking and Dagenham, Redbridge and Havering into one new Basic Command Unit is faring and what lessons are being learned by the Met.

[The Mayor](#)

The new Basic Command Unit (BCU) model is a genuine test and each of the pathfinders have thrown up different challenges and lessons for the future.

The progress of the pathfinders is being overseen at a local level by the Met and partners jointly. My Deputy Mayor is also meeting regularly with the MPS to monitor overall performance and progress on the new ways of working.

The pathfinders will be fully evaluated. The Commissioner and I will together consider the evidence from the pathfinders and the views of stakeholders towards the end of 2017, before determining the manner of any further roll-out across London.

I am clear that Met will not implement a model that does not keep Londoners safe. No decision on the further roll out will be made until the challenges, particularly on response are resolved.

Attack on Police at Buckingham Palace

Question No: 2017/3575

[Peter Whittle](#)

To ask the mayor if the terrorist who attacked three police officers with a sword outside Buckingham Palace on 25 August 2017 was an Uber driver licenced by TfL and whether this was logged as a hate crime.

[The Mayor](#)

The suspect arrested outside Buckingham Palace on 25 August 2017 was dealt with by Counter Terrorism officers and charged with a terrorism offence, namely 'intention of committing an act or acts of terrorism engaged in conduct in preparation for giving effect to that intention', contrary to Sec 5 (1) Terrorism Act 2006 and is currently awaiting trial. As such the incident is recorded as a terrorism case and not a hate crime.

TfL has confirmed that the person in question was licensed as a private hire driver.

To note, all taxi and private hire driver applicants must undergo an enhanced Disclosure and Barring Service (DBS) check and pass a medical before a licence is granted.

Water Cannon

Question No: 2017/3576

[Peter Whittle](#)

To ask the mayor what progress has been made in arranging the sale of the three water cannon procured by his predecessor, following the 2011 riots.

[The Mayor](#)

I have been working with the Ministry of Defence (MoD) to sell these water cannon and my Office for Policing and Crime are in the process of formulating next steps.

By selling the water cannon, we will save Londoners almost £175,000 over the next eight years and the savings and any proceeds will be channelled back into communities and youth projects to tackle crime.

Facial Recognition

Question No: 2017/3577

[Peter Whittle](#)

To ask the Mayor how many facial images does the Metropolitan Police hold on their own Facial Recognition Database and to ask what (if any) plans have been made to merge these holdings with the Police National Database.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Deputy Commissioner Mackay and Crime Victims (1)

Question No: 2017/3578

[Peter Whittle](#)

I have noted the controversy generated by the comments made by Deputy Commissioner Mackey in the Evening Standard on 25 August 2017 that crime victims may not get a visit from the police if they speak good English. Has the Metropolitan Police now changed this policy so that all victims are treated equally, irrespective of what language they speak? Londoners expect police to respond according to the seriousness of the offence - not the personal circumstances of the victim.

[The Mayor](#)

The Met policy has not changed - they are here to protect all of the public, irrespective of their ethnicity or language.

The Evening Standard published an interview with the Deputy Commissioner, Craig Mackey, which covered some of the plans the Met has for managing its resources in-order to maintain as good a service to the public as possible in the future. From a discussion about how the Met would prioritise vulnerable people in some circumstances, they and other media have chosen to single out the fact that the Met see language skills as one area that could make someone more vulnerable and interpreted that as favouring people for whom English is not a first language.

The Met has sent the Evening Standard a letter to clear up any confusion and will publish it on their website. It is important to be clear that the Met do not give anyone a lesser service.

Deputy Commissioner Mackay and Crime Victims (2)

Question No: 2017/3579

[Peter Whittle](#)

To ask the mayor if anyone at New Scotland Yard foresaw the media firestorm that would follow Deputy Commissioner Mackay's comments in the Evening Standard on 25 August 2017 and if not, why not?

[The Mayor](#)

I am very proud of the service the MPS offers to all Londoners. It is important to stress that the MPS does not provide a lesser service to English speakers, but where members of the public struggle to communicate, for whatever reason, the MPS is more likely to deploy officers to make sure they properly understand any risks to their safety.

The MPS cannot account for how media will headline extended interviews that cover a variety of subjects. The MPS has written to the media explaining that headlines accompanying this story gave a misleading impression of its response to requests for help.

Translators

Question No: 2017/3580

[Peter Whittle](#)

To ask the Mayor how much the Metropolitan Police has spent on translators over the last five years.

[The Mayor](#)

The table below outlines the total cost for all Metropolitan Police Service (MPS) translation and interpretation services for each of the last five financial years. It includes Interpreters (spoken word), Translation (written word) and Telephone Interpreting (which includes 999 calls).

	Translation and Interpretation Services
2016-17	£7.012m
2015-16	£7.408m
2014-15	£6.748m
2013-14	£6.701m
2012-13	£6.506m

It is not possible to break this figure down further without reviewing each individual claim - of which the MPS receives thousands each year.

Pedicabs

Question No: 2017/3581

[Peter Whittle](#)

To ask the mayor when the long-suffering residents of the West End can expect noisy pedicabs to be banned from their streets.

[The Mayor](#)

As you will be aware, in London, pedicabs currently fall outside of TfL licensing due to case law that defined these vehicles as stage carriages. This means drivers and vehicles are not required to undergo safety checks and we have very limited enforcement powers to restrict their operation within the capital.

The most effective means by which we could gain powers to license pedicabs and remove those from the street that do not meet specified safety standards is through primary legislation promoted by Government.

TfL is working with the Department for Transport to develop effective rules and ensure they are included in a Bill before Parliament. While the timetable for this is a matter for the Government, we are pushing for this to be progressed as soon as possible.

Police Equipment

Question No: 2017/3582

[Peter Whittle](#)

Now that Islamist terrorism has become a regular occurrence in London, what plans have been set in hand to ensure that all Met, City of London and British Transport Police officers are armed, or at least, equipped with a taser, whilst on duty on London's streets and transport network.

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[The Mayor](#)

MPS is currently in the process of delivering a significant uplift in the number of well-equipped and highly trained armed officers who are available to respond to incidents in London 24-hours a day.

Additionally, plans to increase the number of officers who are trained to carry Taser by nearly 1,900, was announced by the Commissioner on 20 June 2017. This increase is focussed on officers on 24/7 emergency response teams across London's boroughs and will double the availability of Taser to those officers on the frontline.

There are no current plans for the MPS to issue every officer with a firearm or Taser.

British Cycling 'Turning the Corner' campaign

Question No: 2017/3586

[Caroline Russell](#)

The British Cycling 'Turning the Corner' campaign proposes changes to the highway code, regulations and statute law to give unambiguous priority to pedestrians and cyclists over turning traffic at junctions. Will you ask your Walking and Cycling Commissioner to meet with British Cycling representatives and me to discuss how this campaign could help you to realise your vision for healthy streets across London?

[The Mayor](#)

Transport for London is working with British Cycling and the consultants, who wrote the 'Turning the Corner' report to investigate how the various proposals in the report could be tested in practice. My Walking and Cycling Commissioner would be happy to meet with you and British Cycling to discuss this further.

Independent study on increased road congestion

Question No: 2017/3587

[Caroline Russell](#)

When will the independent study the GLA will be commissioning into the key causes of increased road congestion over the past five years commence?

[The Mayor](#)

This study has been commissioned and is underway. It is due to report later this year.

Lane rental scheme

Question No: 2017/3588

[Caroline Russell](#)

The Transport for London (TfL) lane rental scheme is due to end in March 2019. This summer the Government is supposed to consult on the future of the scheme and the potential for the same powers to be given to local authorities. Are you able to give an update on the timing of that consultation?

[The Mayor](#)

On 2 September, the Government announced two consultations on lane rental:

The first is on the proposal to remove the sunset clause specified in the existing Lane Rental regulations, which would mean that both TfL and Kent County Council could continue to operate their existing Lane Rental schemes beyond March 2019. This consultation closes on 16 September.

The second relates to possible longer-term Lane Rental schemes and whether other local authorities should be able to introduce them. This consultation closes on 28 October.

The consultations can be found here:

<https://www.gov.uk/government/consultations/future-of-lane-rental-schemes-for-roadworks>
and <https://www.gov.uk/government/consultations/lane-rental-schemes-for-roadworks-removal-of-sunset-clause>

Angel crossings closed during roadworks

Question No: 2017/3589

[Caroline Russell](#)

A pensioner was badly injured at the Angel junction in August 2017 after the pedestrian crossings were switched off for roadworks. To avoid similar incidents in future, will you ensure that Transport for London (TfL) retains pedestrian crossing functionality during roadworks?

[The Mayor](#)

I was sorry to hear about the pedestrian who was injured at the Angel junction, and I wish them a speedy recovery.

TfL works closely with roadworks promoters in the planning and delivery of all works affecting the Transport for London Road Network, including carefully considering the safety of all road users. Managing the impact of roadworks often requires site-specific solutions and balances to be struck on who is temporarily affected during the works. In some cases, it may not always be possible to retain all pedestrian crossing facilities. Where this is the case, TfL will continue to consider alternatives such as using nearby crossings.

Croydon Fiveways (1)

Question No: 2017/3590

[Caroline Russell](#)

What is the current overall cost of this Transport for London (TfL) scheme?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

The current cost estimate for the Croydon Fiveways project is circa £83 million. However, the scheme is still in the early stages of design and the estimate will be revised when there is greater certainty over the likely construction costs.

Croydon Fiveways (2)

Question No: 2017/3591

[Caroline Russell](#)

Your draft Transport Strategy predicts a drop of one third in the number of London car trips over the next 25 years. Why is Transport for London (TfL) consulting on a Croydon Fiveways scheme that it says will "increase capacity to accommodate expected traffic growth arising from population and economic growth"?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

My draft Transport Strategy predicts car use will fall over the next 25 years in London as a whole.

However, the planned growth and redevelopment in the Croydon Opportunity Area specifically - including 7,300 homes and 8,000 jobs - is expected to increase traffic levels locally, and particularly on the A23 and A232. Traffic congestion here is already a problem, with bus passengers and other road users frequently experiencing delays at peak times, and there is also poor provision for cyclists and pedestrians. If nothing is done then these issues will be exacerbated by the expected future growth.

TfL's proposed improvements at Croydon Fiveways are designed to simplify the junction layout and provide benefits for cyclists, pedestrians and bus passengers, while accommodating growth in the Opportunity Area and supporting the wider Croydon Growth Zone.

Croydon Fiveways (3)

Question No: 2017/3592

[Caroline Russell](#)

According to Department for Transport (DfT) traffic count data, traffic volumes have been falling at Croydon Fiveways junction for 15 years. The data can be accessed here: <https://www.dft.gov.uk/traffic-counts/cp.php?la=Croydon> Why does Transport for London (TfL) intend to "increase capacity to accommodate expected traffic growth" in its revised plans for this junction?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

The Department for Transport's data for the closest count-points to Croydon Fiveways shows a year-on-year increase in traffic levels for the last five years since 2012. The planned future growth and redevelopment of the Croydon Opportunity Area - including 7,300 homes and 8,000 jobs - is expected to further increase these traffic levels on the A23 and A232, exacerbating the current congestion problems at Fiveways Croydon. Traffic congestion is high and road users and bus passengers frequently experience unplanned and unpredictable delays during peaks, and there is poor provision for cyclists and pedestrians.

TfL's proposed improvements at Croydon Fiveways are designed to simplify the junction layout and provide benefits for cyclists, pedestrians and bus passengers, while accommodating growth in the Opportunity Area and supporting the wider Croydon Growth Zone.

Garden Bridge - trees and plants

Question No: 2017/3593

[Caroline Russell](#)

According to the Garden Bridge web page "About the Garden Bridge", 270 new trees and over 100,000 perennials, ferns, grasses, bulbs and annuals would be provided. Have these already been procured and if so, will you ensure they are offered to community gardens, pockets parks and schools across London?

[The Mayor](#)

The Garden Bridge Trust is responsible for its assets, including any trees and plants.

Non-road mobile machinery

Question No: 2017/3594

[Caroline Russell](#)

Thank you for your answer to my question 2017/3043. Are you encouraging more sites to register non-road mobile machinery (NRMM) and, if so, how?

[The Mayor](#)

Yes. I am working both with the industry and with the London Boroughs to make sure that as many sites as possible understand the requirements of the scheme and take part in it through a mixture of outreach and training events and by funding officers on the ground to inform site operators and help them comply. In the London Environment Strategy I have committed to working with government, TfL, the London boroughs, the construction industry and other users of Non-Road Mobile Machinery (NRMM), such as event organisers, to prevent or reduce NRMM emissions.

An event was held in November 2016 with stakeholders from Local Authorities and the construction industry to emphasise the importance of controlling NRMM emissions and gain support for the scheme.

We have also taken feedback on how to improve the NRMM website to make it easier for site managers to use and access, and plan to hold another training and awareness event for borough officers in Autumn.

There are currently two projects focused on NRMM in London which I have funded through the Mayor's Air Quality Fund (MAQF).

As well as undertaking audits at sites that have registered their NRMM to make sure they are compliant, Project Officers visit sites that do not have any NRMM registered, to ensure that they understand what they need to do and why reducing on site emissions is important for the health of their workers as well as for Air Quality more broadly.

The two projects are a north London project, covering Haringey, Enfield, Waltham Forest and Barnet; and a south London project covering Merton, Richmond, Hounslow, Sutton, Kingston, Croydon, Bromley, City of London, Hammersmith, Kensington, Wandsworth, Lambeth and Lewisham.

Tube dust - COMEAP health advice (4)

Question No: 2017/3595

[Caroline Russell](#)

Thank you for your answer to my question 2017/3044 in which you said that the Committee on the Medical Effects of Air Pollutants (COMEAP) will issue a statement when it has considered the evidence of the possible health effects of exposure to dust within the London Underground system. Do you have any information on the possible timing of this statement?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Private Hire Vehicles - zero emission capable requirement (2)

Question No: 2017/3596

[Caroline Russell](#)

In your answer to my question 2017/2080 you said "The introduction of zero emission capable (ZEC) licensing requirements for new private hire vehicles (PHVs) will be gradually introduced from 2020 to allow time for vehicles that meet the varied needs of the private hire trade to become available". Why could the ZEC requirement not be applied to Private Hire Vehicles from January 2018 where suitable ZEC vehicles are already available?

[The Mayor](#)

The timeframe for the introduction of ZEC licensing requirements for private hire vehicles (PHVs) will ensure vehicles are available that meet the varied needs of the private hire trade. In the meantime, where possible, I strongly encourage all professional drivers to make the switch to a suitable zero emission capable (ZEC) vehicle to maximise their own fuel savings and help clean up London's air.

From January 2018, new emissions requirements will mean newly licensed PHVs need to meet the Euro 6 emission standard (or Euro 4 if petrol hybrid). PHVs will also need to comply with the Ultra Low Emission Zone, which I have proposed to introduce from April 2019.

Mayor's Cleaner Vehicle Checker

Question No: 2017/3597

[Caroline Russell](#)

When do you expect to launch your Cleaner Vehicle Checker and make data available on new vehicle emissions to help people make informed choices about car purchase?

[The Mayor](#)

I expect to launch the Cleaner Vehicle Checker this autumn.

Diesel scrappage scheme

Question No: 2017/3598

[Caroline Russell](#)

Do you agree that a diesel scrappage scheme for London should not be limited to people who wish to replace one car with another, but should also include financial help to scrap diesel cars in exchange for alternatives such as public transport season tickets, car club membership, bicycles, e-bikes and electric scooters?

[The Mayor](#)

Yes - my proposal to government has already suggested this approach. It demonstrated how low-income London families could scrap up to 130,000 cars and switch to viable and attractive alternatives, such as public transport and car club membership, as part of a targeted mobility credit scheme. Recent analysis by the British Vehicle Rental and Leasing Association has showed this type of approach would amount to a net benefit to society with an annual value of £170m.

It is encouraging that the motoring industry has finally woken up to the merits of scrappage but the wealth of options on offer are predictably focussed on achieving new car sales and by no means targeted where pollution is worst. As cities across the UK prepare to implement Clean Air Zones, now is the time for government to introduce a national diesel scrappage fund that helps those most affected in the most appropriate way.

Energy for Londoners - energy supply company (1)

Question No: 2017/3599

[Caroline Russell](#)

Your draft Environment Strategy states that you will "tender for the delivery of an energy supply company aiming to offer fairer energy bills to Londoners as soon as possible", which I understand is a 'white label' option. Why are you not consulting Londoners on a fully licensed energy company option after you committed to this at Mayor's Question Time on 22 June 2016?

[The Mayor](#)

As stated in my draft Environment Strategy, I aim to start my scheme using an existing supplier to offer fairer energy bills to Londoners as soon as possible.

This will allow Londoners to see the benefits more quickly and I judge it to be the best option in the present market conditions and given continuing regulatory uncertainty.

However, I have not ruled out any options, as long as they deliver my desired outcomes, and look forward to seeing what innovative ideas are brought forward both in response to my tender and this consultation.

Energy for Londoners - energy supply company (2)

Question No: 2017/3600

[Caroline Russell](#)

Your draft Environment Strategy states that you will "tender for the delivery of an energy supply company aiming to offer fairer energy bills to Londoners as soon as possible". Can you give me a timeline for this tender and assure me that it will not begin until after the Environment Strategy consultation process has concluded?

[The Mayor](#)

I set out my intention to establish Energy for Londoners in my manifesto and have consulted extensively with stakeholders since being elected Mayor.

I intend to start the tendering process soon, by testing the market, so that I can bring the benefits to Londoners as soon as possible.

Our energy market is broken and Londoners, particularly those in fuel poverty, cannot wait for fairer energy bills.

Conservation management plans (1)

Question No: 2017/3601

[Caroline Russell](#)

In your response to my question 2017/3041 you stated that none of the Grade I and Grade II listed assets in the GLA Group portfolio have conservation management plans. What plans if any do you have to rectify this situation so that historic London assets under your control are not left to degrade?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 03/10/2017

Historic assets that are part of the GLA group portfolio are maintained following regular inspection.

Conservation Management Plans (2)

Question No: 2017/3602

[Caroline Russell](#)

What Government guidance are you following to ensure the requirements of the historic environment are included as part of an integrated approach to preventative maintenance?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 03/10/2017

Historic England produce guidance and advice regarding the maintenance of historic buildings.

We comply with the broad principles recommended here in order to protect the condition of our historic buildings. This includes, regular inspections, identifying and implementing routine maintenance activity and taking remedial or preventative action where needed.

National Sporting Heritage Day

Question No: 2017/3603

[Caroline Russell](#)

It is National Sporting Heritage Day on 30 September 2017. Please comment on the role Crystal Palace Park and the National Sports Centre have played in helping people and communities come together through sport over the years.

[The Mayor](#)

Crystal Palace Park has been a major sporting venue ever since the 19th century. The park has hosted a rich variety of sporting events; from motor racing and football to athletics and swimming. The Crystal Palace National Sports Centre continues to play host to a wide array of sports and offers a range of sporting pathways; all the way through from participation to elite competition.

I am committed to securing a sustainable future for the NSC, one which continues to serve the needs of sporting and local communities.

Reporting dangerous bus driving

Question No: 2017/3604

[Caroline Russell](#)

A constituent has suggested that the identification number of London buses should be included on the upper deck to allow passengers sitting there to report dangerous driving more easily. Will you ask TfL to consider doing this?

[The Mayor](#)

All TfL buses have a notice behind the driver's cab or in the wheelchair bay area which is easily available for passengers to see. This includes the registration number and name of the operator.

Vehicles also display their registration numbers, front and back, and have a number in the near-side window or attached to the side. As details are displayed in several areas already, TfL has no plans to add them to the upper deck.

Flooding on cycle superhighway 3

Question No: 2017/3605

[Caroline Russell](#)

Constituents report persistent flooding on cycle superhighway 3 directly beneath Blackfriars Bridge. The superhighway runs adjacent to a fast road separated by a narrow kerb meaning people are not able to cycle around the water. Despite constituents having raised the issue with Transport for London (TfL) on numerous occasions, the problem has not been resolved. Will you ask TfL to conduct a site investigation and carry out remedial works?

[The Mayor](#)

TfL has investigated the flooding at this location and the drainage gullies have now been cleared. The site will continue to be monitored, particularly during bad weather, to ensure these remedial measures have been effective.

Garden Bridge Trust donors

Question No: 2017/3606

[Caroline Russell](#)

Have you asked the donors who pledged money to the Garden Bridge Trust to consider investing in alternative Thames walking and cycling bridges in locations with a proven transport need?

[The Mayor](#)

I would be very happy to discuss options for contributions to public schemes in London with any of the Garden Bridge Trust's donors who are interested in making them.

Transport for London (TfL) Taxi Engagement Policy

Question No: 2017/3607

[Caroline Russell](#)

In April 2017 Transport for London (TfL) updated its policy for engagement with taxi drivers and their representative bodies following your promise to ensure 'wider inclusivity'. Is there a similar policy for private hire drivers and operators? If not, why not?

[The Mayor](#)

Transport for London (TfL) does not have a written engagement policy for private hire drivers and operators.

TfL has regular scheduled meetings with the private hire trade, including quarterly meetings with the largest operators and senior representatives of the main driver and operator representative bodies. This engagement is considered effective, without the need for a formal policy.

Housing grant for replacement council homes (2)

Question No: 2017/3608

[Sian Berry](#)

Could you confirm that none of the grants being awarded under your housing funding programme, as detailed in the tables showing '2016-21 Affordable Housing Allocations' in your press release of 13 July 2017, are being given to homes that replace social housing being demolished, but are only being given to homes that represent a net gain in social housing within a development?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Delivery schedule for affordable housing starts

Question No: 2017/3609

[Sian Berry](#)

At the London Assembly Budget and Performance Committee meeting on 10 January 2017, you promised a year by year delivery plan for the number of social and affordable home starts, which the Assembly would be able to use to check your progress. When will this document be published and how often will it be updated?

[The Mayor](#)

The delivery schedule was published in my draft London Housing Strategy on 6 September 2017. Progress will be published monthly on the GLA's website.

Affordable homes approved at planning (1)

Question No: 2017/3610

[Sian Berry](#)

Since taking office, how many homes at social rent and London Affordable Rent have you approved through planning applications referred to you? Please provide a breakdown by month since May 2016.

[The Mayor](#)

The planning applications that I have considered at stage 2 since May 2016 have secured a total of 8,161 homes at social or affordable rent. The breakdown is as follows:

	Total
Jun-16	390
Jul-16	318
Aug-16	1390
Sep-16	186
Oct-16	357
Nov-16	481
Dec-16	320
Jan-17	192
Feb-17	278
Mar-17	838
Apr-17	440
May-17	486
Jun-17	507
Jul-17	389
Aug-17	1589

Affordable homes approved at planning (2)

Question No: 2017/3611

[Sian Berry](#)

Will you introduce, through the London Development Database and Datastore, the ability for Londoners to monitor all housing planning approvals, starts, and completions, broken down by tenure, including social housing?

[The Mayor](#)

An extract of data from the London Development Database (LDD) including the total number of affordable units in each permission is available on the London Datastore.

A new version of the LDD public map is currently in development. This will include tenure information for approvals, completions and the development pipeline. This should be ready by the end of 2017.

London Land Commission meetings

Question No: 2017/3612

[Sian Berry](#)

The London Land Commission last met on 19 January 2017 and several recently scheduled meetings have been cancelled or postponed. Why have these meetings been cancelled?

[The Mayor](#)

The London Land Commission's main remit was to identify the extent of publicly-owned land in London. It completed this task, and my priority is for my team to engage directly with other public sector landowners to bring forward sites for housing.

Homes for Londoners board representation (1)

Question No: 2017/3613

[Sian Berry](#)

Thank you for your response to my question 2017/2099. The terms of reference of the Homes for Londoners board states that "It will use its combined expertise and work with partners across the housing sector to maximise new home building, especially of affordable homes, in London through innovation and problem solving, alongside a focus on the related infrastructure issues." I note that community-led housing organisations are not represented on the board. Given the Mayor's ability to "appoint other Members over time as [he] considers will best further the Board's purpose" will you consider appointing someone that can represent the views of the community-led housing sector to this board?

[The Mayor](#)

I have no plans to change the membership of the Board. Others from across the housing sector are involved in the work of the Board's subgroups where their expertise is relevant.

Homes for Londoners board representation (2)

Question No: 2017/3614

[Sian Berry](#)

Thank you for your response to my question 2017/2099. The terms of reference of the Homes for Londoners board states that "It will use its combined expertise and work with partners across the housing sector to maximise new home building, especially of affordable homes, in London through innovation and problem solving, alongside a focus on the related infrastructure issues." I note that social housing tenants are not represented on the board. Given the Mayor's ability to "appoint other Members over time as [he] considers will best further the Board's purpose" will you consider appointing someone that can represent the views of residents of existing social housing to this board?

[The Mayor](#)

Please see my answer to MQ 2017/ 3613.

Ownership of MPS buildings

Question No: 2017/3615

[Sian Berry](#)

MOPAC's Public Access and Engagement Strategy consultation document, published in July 2017, included a table showing a "Full list of buildings to be disposed or exited, by type". Using the same list, please extend this table to specify which properties are owned by the Metropolitan Police Service and which are leased? If leased, please provide information about who it is leased from.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 03/10/2017

The tenure of each building is set out in the accompanying attached as Appendix 3615.

The information on ownership of a property is publicly available from the Land Registry.

Review of GLA Property Asset Strategies

Question No: 2017/3616

[Sian Berry](#)

I refer to your predecessor's response to question 2015/0512. Are you reviewing and creating new Property Asset Strategies for the GLA functional bodies to ensure that the GLA Group takes a consistent approach to land disposal, including balancing considerations such as income, affordable housing, community value, and public health?

[The Mayor](#)

GLA functional bodies are reviewing their property asset strategies to balance a range of considerations, such as raising revenue and responding to my expectation that they target an average of 50% affordable housing across the portfolio of sites they bring forward under my Mayoralty.

Information for private renters in London

Question No: 2017/3617

[Sian Berry](#)

On 29 June 2017, the London Borough of Tower Hamlets launched a private renters charter, which helps to inform private renters of their rights and responsibilities. My report, 'What are London's renters thinking?', published in October 2016, noted that most London renters who responded to my survey would like the Mayor of London to provide better information about their rights. What will you do to provide key information about renting to a wider range of Londoners, and will you ensure this is made available in different languages?

[The Mayor](#)

My forthcoming online database to 'name and shame' landlords and letting agents acting unlawfully will appear on the GLA website alongside a series of information pages to help renters understand their rights and access help and support.

The GLA website has a Google Translate tool which allows pages to be translated into any language at the touch of a button. I will ensure that this is clearly signposted.

Pilot rogue landlord and letting agent database

Question No: 2017/3618

[Sian Berry](#)

Your press release on 26 April 2017 says that Brent, Camden, Newham, Southwark, Sutton and Kingston are the boroughs that will pilot your new database to name and shame criminal landlords on the GLA website. How long will this pilot run for, and how will you measure its success before expanding it to cover more of London?

[The Mayor](#)

The six boroughs helping me to pilot the database will be part of it from the launch. All other London Boroughs will be able to join the database as soon as its launched, helping expand it to cover more of London.

London Borough Private Rented Sector Partnership meetings

Question No: 2017/3619

[Sian Berry](#)

How many times has the London Borough Private Rented Sector Partnership met since April 2017?

[The Mayor](#)

The London Borough PRS Partnership has met three times since April 2017.

Uses of police stations and front counters

Question No: 2017/3620

[Sian Berry](#)

MOPAC's Public Access and Engagement Strategy consultation document, published in July 2017, included a table showing Metropolitan Police Service "Front counters set to close and remain, with average daily crime reports" recorded during May 2017. Could you extend this table to list the number of other reasons members of the public used these front counters, including reporting missing persons, leaving or collecting lost property, presenting documents and any other recorded reasons to visit the police that are not reporting crimes?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 03/10/2017

The title, number and percentages for the reasons for visiting a front counter are set out in Annex 1, Chart 6 of the Public Access & Engagement Strategy consultation.

A quarter of all visits by the general public to front counters are to report a crime or a traffic collision, which can now be done online or the telephone.

Twenty front counters receive one or fewer crime reports a day, 25 receive fewer than three reports, and only nine have five or more reports.

The busiest station, Brixton, receives an average of seven reports a day. As this is a 24/7 front counter, that is one report every 3.5 hours. Ninety per cent of people who were already online - the vast majority of Londoners - would consider using online policing services in the right circumstances - and this figure was consistent for older citizens.

Uses of police stations and front counters - CitySafe Havens

Question No: 2017/3621

[Sian Berry](#)

Which of the front counters and Metropolitan police stations on the list included in MOPAC's Public Access and Engagement Strategy consultation document are CitySafe Havens and what is the current total number for CitySafe Havens in London?

[The Mayor](#)

The CitySafe scheme is a community-led response to crime and the fear of crime, and aims to increase the number of adults and young people taking responsibility for the safety of young people in targeted areas. None of the front counters or Police Stations on the list included in MOPAC's Public Access and Engagement Strategy are CitySafe Havens but Havens are encouraged to have strong links with their local police teams. There are approximately 300 active CitySafe Havens in London.

Automatic facial recognition - Notting Hill Carnival (1)

Question No: 2017/3622

[Sian Berry](#)

What was the total automatic facial recognition operational capacity used a) inside, and b) outside the Notting Hill Carnival footprint in 2017?

[The Mayor](#)

The MPS deployed facial recognition technology for the purpose of testing its capability for identifying known offenders. This was part of a continued trial to test the technology to see if it would aid the police in protecting the wider public.

For operational reasons, it is not possible to provide further detail on the exact locations of deployment

Automatic facial recognition - Notting Hill Carnival (2)

Question No: 2017/3623

[Sian Berry](#)

How many positive matches were identified using automatic facial recognition at Notting Hill Carnival in 2017? Were all of these positive matches checked by a police officer before being considered for further action?

[The Mayor](#)

One individual was identified using automatic facial recognition at Carnival.

All matches are checked by a human before further action is taken.

The MPS use a defined end to end process that incorporates human decision making and assessment.

Automatic facial recognition - Notting Hill Carnival (3)

Question No: 2017/3624

[Sian Berry](#)

How many of the positive matches identified using automatic facial recognition resulted in further action by the police? Please provide a breakdown of the total number of individuals identified who were a) stopped by police, b) stopped and searched, c) detained, d) arrested, e) cautioned, and f) other.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 03/10/2017

One individual was identified. He was spoken to by officers but he was not arrested.

Automatic facial recognition - Notting Hill Carnival (4)

Question No: 2017/3625

[Sian Berry](#)

How many false positive matches were made by the automatic facial recognition software used at Notting Hill Carnival in 2016 and 2017? Please provide a breakdown of the different age groups, gender and ethnicity of these false positives (with ethnicity also broken down by gender).

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 03/10/2017

At Carnival in 2016 there were two false positive alerts made. The data were deleted after three months and is no longer available to scrutinise.

A full analysis for this year's event has not yet been completed.

Automatic facial recognition - Notting Hill Carnival (5)

Question No: 2017/3626

[Sian Berry](#)

How many false positive matches highlighted on the automatic facial recognition software were identified after being checked by police officers a) checking against live images, and b) verification after further action was taken?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 03/10/2017

Full analysis of this data is underway and is not yet complete.

Automatic facial recognition - Notting Hill Carnival (6)

Question No: 2017/3627

[Sian Berry](#)

What criteria were used to place people on the 'watch lists' for a) human recognisers, and b) automatic facial recognition software, to monitor the attendees of Notting Hill Carnival 2017? What was the total number of people on a) both, and b) each of these watch lists?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Automatic facial recognition - Notting Hill Carnival (7)

Question No: 2017/3628

[Sian Berry](#)

This year (2017) was the second time that the Metropolitan Police Service used automated facial recognition at Notting Hill Carnival. What consultation was carried out before the use of this intrusive tactic? What are your measurements of success for this capability?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 03/10/2017

At the start of the trial, MPS alerted the Biometrics, Information and Camera Surveillance Commissioners, as well as Big Brother Watch. Liberty also visited the Facial Recognition suite during Carnival.

The MPS are continuing to trial the use of facial recognition systems to assess if they can assist the police in identifying known offenders.

Automatic facial recognition data retention

Question No: 2017/3629

[Sian Berry](#)

What is the retention period for footage and images recorded by the cameras involved in the automatic facial recognition capability at Notting Hill Carnival? Please specify if there are different retention periods for different sources of images. What are the criteria for further retention of images beyond this period?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 03/10/2017

The retention period for footage and images recorded by cameras involved in the automatic facial recognition trial is set at three months.

There is no circumstance under which footage or images collected as part of trial would be retained beyond this period.

Automatic facial recognition strategy

Question No: 2017/3630

[Sian Berry](#)

The Home Office has not yet produced a biometrics strategy, which would include the use of automatic facial recognition. However, the Metropolitan Police Service is already using automatic facial recognition as a policing tactic. Is there any legal basis, strategy, policy or procedure that governs the way this capability is being used by the police in London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 03/10/2017

The use of Automatic Facial Recognition technology was identified as an enabling technology to assist with the identification of suspects in the One Met Digital Policing Strategy (2017-2020). In the current trial, the MPS is testing this technology to understand how it can best integrate with operational policing. This means testing it in different environments to understand opportunities and resourcing requirements.

The outcome of the Automatic Facial Recognition trial will inform the subsequent strategy on its operational use and required procedures.

Automatic facial recognition oversight

Question No: 2017/3631

[Sian Berry](#)

In 2015, the House of Commons Science and Technology Select Committee recommended that the Biometrics Commissioner is given responsibility for oversight of automatic facial recognition. What independent oversight mechanism is responsible for the Metropolitan Police Service's use of automatic facial recognition technology?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 03/10/2017

The MPS use of automatic facial recognition software is still being trialled and is not subject to specific independent oversight. However, the Information Commissioner, Biometrics Commissioner and the Camera Surveillance Commissioner have all been consulted as part of this trial.

Automatic facial recognition - racial bias

Question No: 2017/3632

[Sian Berry](#)

What mechanisms are in place to ensure that the automatic facial recognition software in use by the Metropolitan Police Service is independently tested for racial accuracy biases?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 03/10/2017

Independent testing of Facial Recognition Systems (FRS) is undertaken by the National Institute of Standards & Technology (NIST) in the US. Although NIST do not test for racial accuracy bias, they do undertake testing for demographic effects.

During trials, the MPS have not used facial recognition software in isolation to determine policing operations. When the software is used, a defined end to end process is implemented that incorporates human decision making and assessment of any matches that arise.

Supporting BAME women into the Metropolitan Police Service (3)

Question No: 2017/3633

[Sian Berry](#)

In response to the Police and Crime Committee's report 'The diversity of the MET's frontline', published in December 2014, the Metropolitan Police Service (MPS) confirmed that it was "just finalising a new outsourced exit interview survey" to help better understand the reasons women and BAME officers/staff leave the MPS. From these interview findings, by year and in table format, could you provide details of a) the most common reasons why BAME women left, and b) whether they were officers or staff members?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22/09/2017

The new exit survey was introduced in February 2016 and the first reporting period ran from February 2016 - December 2016.

Some specific themes emerged from the exit interview findings for both female and BAME leavers. For women, the reasons cited for leaving the MPS were:

Restrictive working patterns, lack of flexibility and obtaining a work/life balance;

Managing families and career progression; and

Support and understanding during/and after maternity leave.

For BAME employees:

Encouraging representative leadership, in terms of the MPS' encouragement being misinterpreted by many as progression being easier for BME colleagues; and

Portraying diversity, in terms of the MPS' approach to focus on diversity and the perception that fair representation is not given to all employees.

Due to small sample sizes reporting on female BAME data, and details of whether respondents were officers or staff, have been withheld in order to maintain anonymity.

The MPS will receive its next report in early 2018 which will be for the period December 2016 - December 2017.

Removal of rough sleepers - Home Office enforcement (6)

Question No: 2017/3634

Sian Berry

In response to my question 2017/2101 you stated that "The GLA does not share individual-level information relating to rough sleeping with the Home Office." However, a Guardian article published on 19 August 2017 revealed that the GLA has shared information with the Home Office that has led the deportation of EU nationals. In light of this, could you explain why and how this information was shared with the Home Office?

The Mayor

Officers are drafting a response which will be sent shortly.

Building on Green Belt and Metropolitan Open Land

Question No: 2017/3635

Sian Berry

How many planning applications have you approved on Green Belt and Metropolitan Open Land since you came to office? Please include details of the month and year of approval, and how many of these applications were for schools.

The Mayor

Since I became Mayor I have considered a total of thirteen planning applications at stage 2 where development has been proposed on either Green Belt or MOL.

Three cases involved development on undeveloped Green Belt/MOL, and I therefore directed that the local planning authority should refuse planning permission

10 have been proposed on previously developed land and have been kept within or close to the existing built footprint, or had appropriate mitigation. In all those cases, the applications have been recommended for approval by the local planning authority, and I have been content to allow the local planning authority to determine the case itself, subject to any intervention by the Secretary of State.

Refused by Mayor				
Site name	Use	LPA	Stage 2	Stage 1
Flamingo Park	Football stadium + enabling resi	Bromley	15/06/2017	25/02/2016
Howbury Park	Strategic Rail Freight Interchange	Bexley	17/07/2017	06/06/2016
Hasmonean High School	Faith School	Barnet	17/07/2017	09/01/2017

Content to allow the local planning authority to determine the case itself

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Site name	Use	LPA	Stage 2	Stage 1
The Nurseries, Clamp Hill	replacement horticultural use, plus education uses	Harrow	18/07/2016	12/04/2016
Mayfield Primary School	education use	Ealing	16/11/2016	18/07/2016
Abbey Wood & Thamesmead	estate regen on partial MOL	Bexley	21/11/2016	02/08/2016
Conquest Club	replacement sports facilities	Hounslow	05/12/2016	10/10/2016
Marjory Kinnon School	education use	Hounslow	12/12/2016	12/04/2016
Queen Mary's Hospital	care home	Bexley	27/02/2017	12/09/2016
Keston Centre	nursery/community use	Haringey	06/03/2017	19/12/2016
101 Byng Road	children's hospice	Barnet	06/03/2017	10/10/2016
The Arena - Stockley Park	hotel within business park	Hillingdon	20/03/2017	27/06/2016
Allianz Park - Cophthall Stadium	replacement sports facilities	Barnet	05/06/2017	03/04/2017

Deportation of rough sleepers - EU nationals

Question No: 2017/3636

[Sian Berry](#)

Thank you for your response to my question 2017/2806. Your strong opposition to this policy is welcomed by organisations who work with migrants, detainees and rough sleepers. Could you describe the type of independent advice service you would like EU nationals to be able to access when the Home Office accuses them of abusing their EU treaty rights?

[The Mayor](#)

There are currently services that provide this type of advice such as law centres and the Street Legal service (<http://www.refugee-action.org.uk/project/street-legal/>) with whom my Routes Home service work closely. However given the number of EU nationals on the street, more of this type of provision is needed to ensure they receive appropriate advice.

Anti-homelessness infrastructure and street furniture

Question No: 2017/3637

[Sian Berry](#)

Councils across London, including Hackney and Ilford, have installed anti-homelessness street furniture. Will you review and remove any such infrastructure and street furniture from GLA group land and premises, including on Transport for London (TfL) property?

[The Mayor](#)

I do not support the use of aggressive anti-homelessness street furniture and will work to ensure that it is not a feature of GLA group land and premises.

Landmark Court development and working with the community

Question No: 2017/3638

[Sian Berry](#)

Will you ensure that Transport for London (TfL) consults residents at the earliest stages of the Landmark Court development, and work closely with Bankside Residents' Forum and any other relevant community groups to deliver, possibly through community-led housing, the maximum possible level of truly affordable housing on this site?

[The Mayor](#)

Following a competitive tender process TfL has entered into a joint venture partnership with Triangle London Developments (a consortium between U+I and Notting Hill Housing). The partnership plans to transform the site from an under-utilised space to a local cultural and social hub where people will want to live, work and visit.

I have already confirmed that over 50 per cent of all the homes that TfL brings forward each year will be affordable. This scheme will contribute some 80 new homes, at least 35 per cent of which will be affordable. The site has the potential to deliver about 130,000 sq. ft. of new commercial, retail and workspace, boosting the growing social and commercial activity on Southwark Street.

The joint venture partnership will be drawing up proposals for the site which will seek to maximise outdoor public space, improve walking routes on Southwark Street, Redcross Way and Borough High Street and provide access to the walkway along the Low Line. TfL has already held early discussions with local stakeholders and the joint venture partnership will continue that approach to ensure local views help shape the future of the site including maximising the number of affordable homes it provides.

With regards to other opportunities for community-led housing my officers are developing a 'Small Sites, Small Builders' programme that will offer public sector landowners a new and simple way of bringing small sites forward for development. The GLA group will be leading by example by putting a first batch of ten TfL small sites through this route. Community-led housing organisations will be able to bid for these sites, and at least one site will be specifically reserved for them. Once it is launched fully, we will bring further TfL and other public sector sites through the programme.

Advertising for the Hopper fare on public transport

Question No: 2017/3639

Sian Berry

How many adverts for the Hopper fare have been placed in a) London Underground stations and trains, b) London buses, c) DLR, d) Overground, and e) other outdoor sites? Please provide this information in a table format with data for each month since the new fare launched.

The Mayor

The table below details the number of adverts that have been placed since the new Hopper fare launched in September 2016. They are broken down by London Underground (LU) stations and trains, London buses, DLR, London Overground (LO) and other outdoor sites by month until August 2017.

Sites classified as 'other' are a mix of sites that are booked in a way that does not make it possible to determine exactly where each ad appears.

2016/17	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17
LU	43	0	0	0	1,060	0	0
Buses	4,400	1,500	3,000	1,500	1,500	1,500	846
DLR	0	0	0	0	0	0	0
LO	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
2017	Apr-17	May-17	Jun-17	Jul-17	Aug-17		
LU	0	0	0	426	0		
Buses	0	0	0	0	0		
DLR	0	250	700	700	0		
LO	180	180	0	0	0		
Other	450	0	0	0	500		

Teachers in London

Question No: 2017/3640

[Jennette Arnold](#)

What is the number of unqualified teachers in London each year, since 2010? Can you also include the percentage, by year of unqualified teachers?

[The Mayor](#)

Based on the Department for Education's schools workforce data, the numbers and percentages of 'estimated Classroom teachers without QTS' are:

2010: 3964, 6.0% inner London and 6.0% outer London

2011: 3486, 5.8% inner London and 5.1% outer London

2012: 3332, 5.5% inner London and 4.7% outer London

2013: 4156, 6.5% inner London and 5.8% outer London

2014: 4808, 5.5% inner London and 4.7% outer London

2015: 5107, 7.5% inner London and 7.1% outer London

2016, 5305, 7.6% inner London and 7.5% outer London.

This rise in numbers of unqualified teachers in London since the government removed the requirement for teachers to gain qualifications is higher than nationally.

The figure is 5.3% of the England workforce in 2016, up from 4.9% in 2015. I am concerned that this reflects the deepening teacher recruitment and retention crisis in the capital.

I am continuing to raise this issue with the Government as well as giving support to the London school system's efforts to increase trainee teacher numbers and show how great a place London is to start and develop your teaching career.

London Living Wage and football clubs

Question No: 2017/3641

[Jennette Arnold](#)

What progress has been made this year in accrediting London's Premier League clubs to the London Living Wage?

[The Mayor](#)

As I said in my previous answer, I launched the call for evidence on the Good Work Standard and I've been asking businesses, including all of London's professional football clubs, to advise me on what they think should be included in and promoted through it. The call for evidence closed on 18 September.

I will be encouraging all of London's professional football clubs to sign up to the Good Work Standard and pay the London Living Wage.

Pollution from Black Cabs

Question No: 2017/3642

[Leonie Cooper](#)

With the imminent introduction of the Zero-Emission Capable Taxis (available for purchase from the end of 2017) when will Londoners see noticeable results in reducing pollution from Black Cabs? With only a voluntary scrappage scheme and some taxis potentially staying on the roads until 2032 (if purchased just before the new ZEC taxis come in), what does air modelling show in terms of when improvements will be noticeable?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Air quality in the Morden Town centre

Question No: 2017/3643

[Leonie Cooper](#)

A number of constituents have expressed concern about air quality in the Morden Town centre, especially where the numerous buses wait immediately outside the Morden Underground Station. While local residents value the excellent connectivity, most of the buses are not the cleaner buses, and residents would like to know if there is a timetable for bringing the cleanest buses onto the routes that pass through Morden Town Centre?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Air quality in Tooting Town centre

Question No: 2017/3644

[Leonie Cooper](#)

A number of constituents have expressed concern about air quality in Tooting Town centre, especially where the numerous buses stop along Mitcham Road, and wait at the bus stand/turning circle all close to the Tooting Broadway Underground Station. While local residents value the excellent connectivity, most of the buses are not the cleaner buses, and residents would like to know if there is a timetable for bringing the cleanest buses onto the routes that pass through Tooting Town Centre?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Hydrogen

Question No: 2017/3645

[Leonie Cooper](#)

A resident has asked me whether the source for the hydrogen that will be used in the hydrogen buses is a sustainable source?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

The current eight zero-emission fuel-cell buses operating on route RV1 in London include an element of industrial recycled hydrogen that would otherwise be wasted, but most comes from steam reforming of natural gas.

By introducing two more fuel-cell buses this autumn and a further 20 from 2018, TfL is sending out a signal that there is an emerging market for this technology here and in other cities and a need for more sustainable fuel production.

To enhance air quality as fast as possible, the conventional bus fleet will be raised to the ultra-low emission Euro VI engine emission standard or better by 2020 and all new buses will need to be hybrid diesel-electric or zero-emission from 2018. On top of this, my 12 Low Emission Bus Zones - the first of which was created in Putney High Street earlier this year - will bring about very rapid change in targeted locations.

Location of cement factories

Question No: 2017/3646

[Leonie Cooper](#)

A number of residents have contacted me with concerns about the location of cement factories in London. They are concerned at their likely impact on surrounding air quality. Does the mayor agree that cement factories should in general be located away from residential areas, in industrial zones only, or away from London altogether?

[The Mayor](#)

The London Plan sets out a preference for industrial sites, such as cement batchers, to be located in Strategic Industrial Locations or Locally Significant Industrial Locations away from residential areas. However, there are other important factors that influence their location. For instance, they may be located near rail sidings so that they can receive materials by train rather than by truck or near large areas of construction, reducing the distance travelled to deliver the cement which reduces the environmental impact of construction.

Cement batchers are regulated by the London Boroughs under the Environmental Permitting Regulations. Environmental Permits include conditions to ensure that emissions of particulates, and other pollutants, are prevented or minimised at source, using the best available techniques. A well-run cement batcher should not impact on local Air Quality and it is the role of [the local authority] and/or [Environment Agency] to monitor and enforce

Emissions from the road vehicles serving these facilities are already controlled by London's Low Emission Zone, and these controls will be tightened by with the introduction of the Ultra-Low Emission Zone further reducing the impact on local residents.

Balham Station Taxi Rank

Question No: 2017/3647

[Leonie Cooper](#)

A constituent has raised with me the issue of re-locating the Taxi Rank near Balham Station, in Balham Station Road. Currently, the front of the rank is very close to the station frontage and diesel fumes are trapped under the canopy, making a dirty environment as passengers exit from the stations. Would the Mayor ask TfL to consider moving the rank further away from the station canopy, by approximately 10 metres, and moving the 255 bus stand behind the rank to accommodate this adjustment?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

TfL has looked into this and concluded that moving the rank away from the station entrance will create further issues, notably around accessibility for pushchairs and wheelchair users. Moving the rank and bus stand will also cause an increase in traffic congestion and adversely affect bus passenger times.

However, I fully understand the concerns you have raised about air quality and agree it's important they are tackled. In light of this, TfL will be introducing new signage at the taxi rank to remind taxi drivers to switch off their engines when idle. TfL's compliance team will regularly patrol this location in order to tackle this issue.

Through the introduction of ZEC taxis, taxi emissions at this location will be expected to decrease through the greater uptake of ZEC vehicles.

Taxi Rank Enforcement

Question No: 2017/3648

[Leonie Cooper](#)

Residents across my constituency have raised with me the issue of too many taxis sitting on ranks - for example, 10-12 taxis when the rank has spaces marked for 6 taxis. This is especially prevalent at Putney Station and at Wimbledon Station. While the Zero-Emission Taxis will assist with reducing diesel, they are not available until the end of this year, and my constituents would like TfL to enforce where too many taxis are situated on Red Routes. Does the Mayor agree that TfL should take a more active role and can this be encouraged, to improve London's air quality at these key interchanges?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

TfL is committed to supporting my Air Quality objectives by tackling engine idling through education and enforcement at the roadside. Its enforcement officers work with volunteers and other stakeholders to deliver this activity at identified hotspot locations which includes key interchanges.

Compliance officers are regularly deployed to rail and Tube stations and in doing so provide education and enforcement where drivers are found not to be using the ranks properly and/or engine idling. I will ensure that the situation at Wimbledon and Putney is monitored and appropriate action is taken.

TfL does not currently have the specific power to take enforcement action against the drivers of idling vehicles, but is exploring a range of options to enable on-street officers to deal with this issue. In the interim TfL continues to work closely with other agencies to effectively utilise the differing powers and resources available to different partners.

Dockless Cycles

Question No: 2017/3649

[Leonie Cooper](#)

Dockless cycles have suddenly turned up without discussion in many parts of London, including my constituency. Could the Mayor give an update on discussions that TfL are holding with Obike and Mobike on how to promote cycling responsibly, without blocking the highways or pavements?

[The Mayor](#)

Transport for London (TfL) is speaking extensively with London boroughs, Royal Parks, the Metropolitan Police Service and other key partners about how to address this issue.

On 8 September, TfL published the Dockless bike share code of practice for operators in London which sets out clear expectations on the responsible operation of such schemes. In this document, the duty of TfL and other Highway Authorities to protect the rights of the highway is emphasised.

TfL continues to engage with all known operators and encourage those looking to launch in London to work with it and the appropriate authorities.

Zero-Emission Capable Taxis:

Question No: 2017/3650

[Leonie Cooper](#)

A constituent would like to know what modelling has been done on the impact on air quality of the introduction of the Zero-Emission Capable Taxis - does this show the impact at low, medium and high take-up rates?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Public Space Protection Orders

Question No: 2017/3651

[Leonie Cooper](#)

PSPOs are being used for a variety of purposes by different London Boroughs. Does the Mayor agree that they can have a positive environmental impact?

[The Mayor](#)

Public Space Protection Orders, which are available to Local Authorities, have been used across many London Boroughs.

I understand that they can be effective in supporting improvements to local environments, such as tackling graffiti, litter, waste and anti-social behaviour.

Tree planting

Question No: 2017/3652

[Leonie Cooper](#)

Trees which had been intended for the Garden Bridge are currently being grown in nurseries across the UK. As these have been purchased and lovingly grown with public money, will you now take ownership of these and donate them to community gardeners, pocket parks and schools across the capital to genuinely offer the green benefit which the Bridge would not have offered?

[The Mayor](#)

Please see my answer to MQ 2017/3593.

Garden Bridge (1)

Question No: 2017/3653

[Tom Copley](#)

Does it concern you that because a charity was set up to deliver it, the Garden Bridge project was not subject to Freedom of Information requests? Will you request that the Garden Bridge Trust make any information that a public body would have to release under the Freedom of Information Act available to the public upon request?

[The Mayor](#)

The management for the Garden Bridge project was approved during my predecessor's time in office. I understand that the funding agreement between TfL and the Trust sets out TfL's expectations regarding compliance with Freedom of Information legislation.

Transport for London and the GLA have of course always been subject to Freedom of Information requests and has sought to comply where possible. Both will continue to do all they can during the wind up process to help facilitate transparency.

Garden Bridge (2)

Question No: 2017/3654

[Tom Copley](#)

The Hodge report stated that the timing of the signing of the construction contract for the Garden Bridge was chosen for political reasons. Given the large sums of taxpayer cash that has been lost, and the legal duty placed upon the trustees to ensure the sound financial management of the organisation, will you call for the Garden Bridge trustees to be investigated by the Charity Commission to ensure that all remaining public monies are returned and that a full report into the management of the Trust since its beginning is published??

[The Mayor](#)

Please see my response to MQ 2017 /3448.

Garden Bridge (3)

Question No: 2017/3655

Tom Copley

What lessons have been learnt by TfL from the whole Garden Bridge debacle? Will you now publish full TfL documentation, including minutes from Garden Bridge Trust meetings which TfL either attended or were sent, fully unredacted?

The Mayor

Transport for London's (TfL's) lessons learnt and management actions were presented to its Board on 19 July. This was in response to Dame Margaret Hodge's report, but also covered the results of previous reviews of the project. The TfL Board paper can be found at <http://content.tfl.gov.uk/board-20170719-item15-garden-bridge.pdf>.

TfL publishes key information about the Garden Bridge on its website at <https://tfl.gov.uk/corporate/publications-and-reports/temple-footbridge>, including project, procurement and planning documentation, correspondence with the GLA's Oversight Committee and correspondence contributing to Dame Margaret Hodge's review, together with the various Mayoral Directions on the project.

As an observer of the Garden Bridge Trust Board meetings, TfL did not receive electronic copies of papers and does not keep a centralised record of copies of minutes.

Garden Bridge (4)

Question No: 2017/3656

Tom Copley

Now that the Garden Bridge Trust have decided to wind down, will you support the call from the local councillors and Member of Parliament for a formal public inquiry into the project?

The Mayor

Please see my response to MQ 2017 /3543.

Garden Bridge (5)

Question No: 2017/3657

Tom Copley

Now that the Garden Bridge has been cancelled we need to see what is salvageable. Will you call for immediate transparency of the Garden Bridge Trust accounts so you, TfL and the public are fully able to see what public expenditure can be returned and what exactly has been spent, and on what?

The Mayor

Please see my response to MQ 2017 /3450.

Grenfell Tower Inquiry

Question No: 2017/3658

[Tom Copley](#)

Does the Mayor believe the terms of the Grenfell Tower public inquiry to be adequate?

[The Mayor](#)

I have made clear my views about the terms of reference for the public inquiry into the Grenfell Tower Fire. Please see my public statement on 15 August 2017. This can be found at:

<https://www.london.gov.uk/city-hall-blog/statement-mayor-grenfell-fire-inquiry>

Leaseholds for Community Land Trusts

Question No: 2017/3659

[Tom Copley](#)

The government's plans to reform the sale of new homes on a leasehold basis has raised concerns for Community Land Trust models. Will the Mayor respond to the current DCLG consultation on these grounds and how can the GLA work with London's CLT sector to ensure legislation protects the ability of CLTs to provide affordable housing in perpetuity?

[The Mayor](#)

Yes, I share these concerns and will be raising them when I respond to the consultation in due course.

Medical Respite and Homelessness Services

Question No: 2017/3660

[Tom Copley](#)

How does the Mayor plan to work with the NHS and organisations such as Pathway to ensure that London's health services play their part in delivering person-centred services for homeless people, working pan London and crossing the boundaries between health, housing, social care and other services?

[The Mayor](#)

The NHS and Pathway are both associate members of the No Nights Sleeping Rough Taskforce. I have recently asked Pathway to work with my team to develop the business case for a step up and step down health facility to ensure that people are not discharged to the streets from hospital.

Transport for London Gender Pay Gap

Question No: 2017/3661

[Tom Copley](#)

Your gender pay audit found a gender pay gap of 19.4% within Transport for London, more than twice the national average. What action have you taken to address this since the publication of these figures?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

Since the publication of the 2016 TfL Gender Gap Report, an action plan was established to help reduce the pay gap identified between males and females at TfL. This action plan identified four key areas:

Recruitment - How TfL can attract and shortlist more female applications for roles. Ways of achieving this include the anonymising of CVs to remove any potential bias, as well as creating gender neutral job adverts to encourage more applications from females.

Retention - What policies can TfL put in place to keep female employees and reduce the barriers to them leaving. Actions include showcasing the diversity of TfL staff, as well as allowing employees to work more flexibly.

Developing staff - providing development opportunities to allow females to progress within TfL, this includes the identification of talent and structuring training to nurture their leadership potential.

Engaging with underrepresented staff - effectively engaging and supporting TfL's staff network groups to address any ongoing concerns of underrepresented staff. TfL also has partnerships with women's organisations such as the WISE campaign and WTS, seeking their feedback and incorporating this into best practice.

As part of TfL's upcoming publication of the 2017 Gender Pay Gap Report, it will be publishing a refreshed action plan which will seek to reduce the pay gap further and update on progress from the 2016 action plan. This work will be led by TfL's recently appointed Director for Diversity and Inclusion.

TfL Transformation Redundancies

Question No: 2017/3662

[Tom Copley](#)

How many redundancies have there been as a result of the TfL Transformation process? Please break these figures down by grade and as a percentage of the total number of staff within that grade.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

TfL Transformation programme continues across many areas of the business. The information provided below summarises those areas which have already been through Transformation. These include Asset Management, Technology & Data, Commercial Development and Finance.

TfL has sought to reduce the number of redundancies through tight control on vacancies, those leaving under Early Voluntary Severance arrangements and through significantly driving down the number of non-permanent labour. There have been 19 redundancies at all grades for the four business areas so far.

TfL Engineers Pay Freeze

Question No: 2017/3663

[Tom Copley](#)

Due to different pay and performance arrangements, engineering staff that are being TUPEd from London Underground Ltd to TfL are facing a pay freeze. Will you review this to ensure staff do not lose out due to this restructure?

[The Mayor](#)

Transport for London (TfL) has not introduced a pay freeze for its engineering staff.

London Underground finalised the transfer of Engineering, Major Projects and Change Delivery activity to Transport for London on 9 July 2017, following consultation with its recognised trade unions.

At the point of transfer, engineering staff were subject to a four-year pay deal agreed by London Underground and the Trade Unions. TfL agreed with the Trade Unions to honour the remaining years of that deal and this means that engineering staff received a pay increase of 3.2 per cent in 2017 and will receive a further increase in 2018 to the value of RPI+0.25 per cent or one per cent, whichever is the greater.

On expiry of the current London Underground pay agreement in 2019, staff will be eligible to participate in TfL's pay for performance scheme.

TfL remains committed to rewarding its staff fairly for the roles they do and the contribution they make.

Gang injunctions

Question No: 2017/3666

[Unmesh Desai](#)

In August West Midlands Police described the largest ever gang injunction in Birmingham, which saw eighteen men from two criminal gangs banned from appearing in music videos, being forbidden from associating with each other, including whilst in prison and prohibited from entering certain parts of the city centre as 'a landmark ruling'. What role do you think large scale injunctions could play in countering criminal activity committed by gangs in London?

[The Mayor](#)

The MPS does use gang injunctions, amongst other enforcement tools, to restrict the negative behaviours of those involved in youth violence. There are currently 10 live Gang Injunctions and 268 Criminal Behaviour Orders on those linked to gangs across London. The MPS uses Criminal Behaviour Orders as their primary option, as any breaches of these are listed as a criminal conviction - unlike Gang Injunctions - thus giving sentencing weight to any future offending.

However each case is assessed on its merits and if the most appropriate option is a Gang Injunction then the MPS will apply for them.

999 call targets

Question No: 2017/3667

[Unmesh Desai](#)

What are the Metropolitan Police Service's targets for answering 999 calls (e.g. 90% of 999 calls to be answered within ten seconds)?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 03/10/2017

I can confirm that the MPS target for answering 999 calls is 90% within 10 seconds.

Officer rest days

Question No: 2017/3668

[Unmesh Desai](#)

How many total rest days have been cancelled for police officers in each month of 2017 and how many were cancelled in each month of 2016?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 03/10/2017

The table below show the cancelled rest days for Territorial Policing and Specialist Crime & Operations. Bank holidays and the Notting Hill Carnival (NHC) affect the figures considerably and so an additional column has been added to show the monthly total excluding these specific dates.

The total number of cancelled rest days in 2016 was 214,929. Excluding bank holidays and NHC the total is 172,976.

The total number of cancelled rest days in 2017 to date is 179,553. Excluding bank holidays and NHC the total is 140,647.

The table includes days that are cancelled by both individual officers and those cancelled by the MPS. The MPS systems do not allow the two to be separated.

Rest days could be cancelled for a variety of reasons such as court attendance, largescale operations, unplanned operations or simply officers' on call roster.

Date	Cancelled rest days	Cancelled rest days excluding Bank Holiday & NHC	
Jan-16	19312	13293	New Years day
Feb-16	12852		
Mar-16	22173	13813	Easter Bank Holidays
Apr-16	13337		
May-16	21822	13245	May Bank Holidays
Jun-16	14302		
Jul-16	14806		
Aug-16	25258	13927	NHC
Sep-16	14654		
Oct-16	15097		
Nov-16	16380		

Dec-16	24936	17270	Christmas & Boxing day
Jan-17	25666	18044	New Years day
Feb-17	15217		
Mar-17	17544		
Apr-17	26605	17129	Easter Bank holidays
May-17	27103	17024	May Bank holidays
Jun-17	20332		
Jul-17	18148		
Aug-17	28938	17209	NHC

Criminalising 'upskirting' (1)

Question No: 2017/3669

[Unmesh Desai](#)

How many reports of 'upskirting' have the Metropolitan Police Service received in the past twelve months?

[The Mayor](#)

The MPS have provided the following table highlighting when a report has occurred in the last 12 months. However, these figures are likely to reflect under reporting.

The Deputy Mayor for Policing and Crime and I will lobby senior figures within Government to introduce a better form of recording for these offences; one which extends the current definition within the sexual offences act and takes the victim impact into account.

	Sep-16	Nov 16	Dec 16	Apr-17	Jun-17	Jul-17	Aug 17	Grand Total
Outraging public decency				1	3	1	1	6
Public Order Offence S4A Poa 86	1				1			2
Take Indecent Photos of Children			1					1
Voyeurism - Observe/Equip/Record		1				1	1	3
Grand Total	1	1	1	1	4	2	2	12

Criminalising 'upskirting' (2)

Question No: 2017/3670

[Unmesh Desai](#)

What advice is available for police officers in dealing with reported 'upskirting' incidents?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 03/10/2017

Officers are advised to deal with incidents of Upskirting as a criminal offence. I understand that there is an ongoing debate around how upskirting is dealt with, and myself and my Deputy Mayor for Policing and Crime, Sophie Linden, are lobbying the Government around a change in legislation, which will make addressing this terrible offence clearer for the police, victims and the general public.

Officer training in pursuits

Question No: 2017/3671

[Unmesh Desai](#)

Following reports that of the 5,050 trained Metropolitan Police officers trained to carry out pursuits since 2012 and the 315 of these that have reached 'tactical pursuit and containment' level since 2014, are there plans to increase the number of officers trained in both pursuits and in 'tactical pursuit and containment'?

[The Mayor](#)

The MPS undertakes a complex modelling exercise working with workforce planning, the 32 boroughs and pan London units to map skills and competencies against demand, both current and predicted.

To support delivery of pursuit capability local workforce planning decisions take into account driving skills with a view to ensuring they are utilised to greatest effect. Individual team supervisors also consider driving resilience when making resourcing decisions.

Response driver training has been doubled in the last financial year and the MPS are exploring means of further increasing provision of both response and enhanced driver training over the forthcoming year. There is no immediate intention to increase TPAC capacity.

Updated guidance on online hate crime

Question No: 2017/3672

[Unmesh Desai](#)

How will the Crown Prosecution Service's updated guidelines on online hate crime assist the Mayor and the Metropolitan Police Service in tackling this crime?

[The Mayor](#)

The August 2017 Public statements give welcome clarity and guidance to prosecutors. It also sends an important message to victims and perpetrators that hate crimes online will be treated every bit as seriously as those committed anywhere else.

The high threshold applied at the evidential stage of a Social Media allegation is unchanged which means the revisions are unlikely to lead to a huge increase in prosecutions. However, both I and the police anticipate that it will ensure prosecution decisions are more consistent and that enhanced sentencing is achieved more often.

The Online Hate Crime Hub will continue to support Investigators to achieve better outcomes for victims of online hate crime via the Criminal justice system and outside it.

Rotherhithe Bridge

Question No: 2017/3673

[Unmesh Desai](#)

What assessments have been carried out into the viability of the Rotherhithe Bridge project?

[The Mayor](#)

TfL is undertaking a number of assessments of the viability of a bridge, or alternative form of crossing, between Rotherhithe and Canary Wharf. This includes forecasting demand through modelling and considering other benefits against the estimated costs for the scheme options. Environmental impacts are also being considered and engagement has been taking place with the local community to establish views on the proposed crossing.

In addition, TfL has been engaging with suppliers to determine market appetite for delivery a scheme of this nature. All relevant assessments will be reported in the scheme's Business Case, which will be published in due course.

Ferry crossing from Rotherhithe to Canary Wharf

Question No: 2017/3674

[Unmesh Desai](#)

Why are Oyster payments not accepted on the Rotherhithe-Canary Wharf ferry service?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

Oyster pay as you go and contactless payments are available on the Rotherhithe ferry, just as on other London River Bus services.

If your constituents have experienced a problem, please advise them to contact TfL, who will look into this matter.

Athletics

Question No: 2017/3676

[Andrew Dismore](#)

Given the huge success of this summer's World Athletics and Para Athletics championships in London, what discussions are you having towards bringing the games back to London on a future occasion?

[The Mayor](#)

The London 2017 World Para Athletics Championships and IAAF World Championships were a roaring success with record-breaking crowds, ticket sales and performances from athletes on track and field.

I am proud that once again we have showcased London to the world, demonstrating our ability to host the globe's best sporting events and celebrating all that our capital stands for - a united city that stands together as a true beacon of equality.

Officers from my Sports Team continue to work with a variety of stakeholders to ascertain potential hosting opportunities that will ensure London maintains its status as a global leader for hosting major sports events.

T Charge publicity

Question No: 2017/3677

[Andrew Dismore](#)

What are you doing to publicise the forthcoming T charge to London motorists, whose cars may not meet the emissions standards and thus be liable for the charge?

[The Mayor](#)

There is a comprehensive public information campaign appearing across:

- local, regional, national and trade media
- Digital display advertising on third party websites
- Posters on the roadside and across the Tube network and on petrol forecourt screens

In addition, emails have been sent to 152,337 drivers of cars and other vehicle types who are registered on Transport for London's (TfL's) Congestion Charging database and a further 67,872 emails using third party commercially available data.

Detailed information including a vehicle checker is also available on the TfL website. As at 5 September there have been 133,824 visits to the T Charge home page and 63,000 have checked whether their vehicle (cars and other vehicle types) meets the required emissions standards using the online vehicle checker available at <https://tfl.gov.uk/modes/driving/emissions-surcharge/emissions-surcharge-checker>

The number of people who are expected to see or hear the campaign is estimated to be between 85 and 88 per cent of all Londoners. On average, they will be exposed to the campaign 30 times.

The advertising campaign started in the week commencing 17 July and will continue after the T Charge goes live on 23 October.

Rail fares

Question No: 2017/3678

[Andrew Dismore](#)

What can you do to ameliorate the impact of the high increases on next year's non- TfL rail fares?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

There's still time for ministers to stop this unacceptable fare increase. I'm calling on them to do the decent thing and match my TfL fares freeze for the good of all Londoners.

If I can freeze TfL fares, then there is no reason why they can't do the same for national rail and commuter services.

TfL is also encouraging customers to switch to pay as you go in order to save money. All TfL pay as you go single fares will still be frozen in January 2018. The contactless seven day cap means customers cannot lose if they switch and have the potential to save money in weeks when their travel is light. TfL is also prioritising the development of the seven day capping for Oyster pay as you go.

Night Time Economy

Question No: 2017/3679

[Andrew Dismore](#)

Do you consider residents who live in areas that are subject to considerable night time economy activity to be adequately protected from the negative impacts?

[The Mayor](#)

Protecting the interests of London's residents is vital when developing London as a truly 24-hour city. I recently published *From Good Night To Great Night*, a Vision for London as a 24-Hour City. The safety and wellbeing of residents is at the heart of this vision and is one of the 10 principles that will guide City Hall's work on the night time economy.

There are a wide range of protections in place at borough level to ensure that residents are not subject to antisocial behaviour, whatever the time of day. Councils provide these protections through their environmental health, licensing, town centre management and planning functions. Council noise teams operate around the clock, responding to noise complaints, investigating and resolving them.

I plan to introduce a stand-alone Agent of Change policy in my new London Plan. It will put the onus on developers to ensure that residents of new buildings close to existing venues are protected from noise impacts.

In addition, my Night Czar regularly meets London's residents, for example through her Night Surgeries in boroughs and town centres across the capital. The Chair of my Night Time Commission, Philip Kolvin QC, has set up a Night Time Economy Borough Champions network which includes one councillor and one officer from every local authority. Through this network, best practice is shared in how to plan for the night time economy in a way that protects the rights of residents to a good night's sleep whilst also ensuring that London caters for the needs of visitors, businesses and workers at night.

I calls target

Question No: 2017/3680

[Andrew Dismore](#)

I understand that the Met.'s target for I calls attendance time has been adjusted from the original 12 minutes to a longer 15 minutes: whose decision was this, why, and were you consulted?

[The Mayor](#)

There has been no change to the response target times from the time a call is received since the system was introduced.

For I calls, the target has always been set at 15 minutes. This allows up to three minutes from when the caller is connected by BT to the MPS, to the case being assessed and passed for despatching of an officer. This then allows 12 minutes for the actual deployment.

I and S calls

Question No: 2017/3681

[Andrew Dismore](#)

What is the average attendance time for I and S calls a) in inner London; and b) outer London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22/09/2017

	Median* response time (mm:ss)					
	I calls			S calls		
	June	July	August	June	July	August
Inner boroughs	08:50	08:50	08:27	36:36	37:03	31:53
Outer boroughs	09:58	09:55	09:34	37:04	36:42	33:11
MPS	09:25	09:23	09:01	36:51	36:52	32:36

*The median value is used to give a better indication of the average due to the spread of the data and is not distorted by outliers.

Police 101 number

Question No: 2017/3682

[Andrew Dismore](#)

Are you satisfied with the performance of the police 101 number; and if not, what are you doing about it?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 03/10/2017

The 101 number continues to be an important way for the Londoners to access the police for non-emergency support. I am aware that unfortunately some callers are experiencing extended waiting times.

These waiting times are heavily influenced by the national increase in demand on this service and vacancies that exist within the Met's Contact Centres. Work is also ongoing both in London and nationally to identify the causes of the increased use of 101.

The Met are working on a number of solutions to bring the service to an acceptable service level and to build longer term capacity in to the system for the future. 57 new staff members have recently joined and are in training, with further recruitment ongoing.

Night time economy [1]

Question No: 2017/3683

[Andrew Dismore](#)

Further to Question No: 2017/3289:

50,000 people visit Camden Town each Friday and Saturday evening. This is equivalent to the crowd at a Premier League football match. Camden Town have a dedicated Police team of 6 officers on duty as well as the usual SNT team.

At a "category A" football match with 50,000 fans in London there would typically be 150 police officers. There would also be 200 stewards. Football crowds are usually easier to police. The majority of fans are home fans who know what the best routes are and what the police will worry about. They follow the same routes every 2 weeks or so. Many night time economy customers come only once every 3-6 months and are going to different places and don't have such an understanding of how to move around the area. Given this much lower policing ratio, is it any surprise that the streets of Camden Town (and other areas of London affected by night time economy crowds) see the level of incidents and anti-social behaviour that they do?

Your response being:

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

Will you now provide a substantive reply?

[The Mayor](#)

Please see my response to [MQ 2017/4040](#).

Night time economy [2]

Question No: 2017/3684

[Andrew Dismore](#)

Further to Question No: 2017/3291:

Do you disagree with Westminster Council's view, that there is a distinction between an evening economy, which is about culture, entertainment and food, and the night time economy, which is more about alcohol and clubbing?

Your response being:

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

Will you now provide a substantive reply?

[The Mayor](#)

Please see my response to MQ 2017/3291.

Night time economy [3]

Question No: 2017/3685

[Andrew Dismore](#)

Further to Question No: 2017/3292:

How will you make a more diverse night time offering attractive if you don't find a way of dealing with the anti-social behaviour and crime that come from the alcohol led nature of the current night time economy post 23:00?

Your response being:

'Officers are drafting a response which will be send shortly.'

Will you now provide a substantive reply?

[The Mayor](#)

Please see my response to MQ 2017/3292.

Borough merger

Question No: 2017/3686

[Andrew Dismore](#)

Further to Question No: 2017/3294:

I am getting reports from Camden residents and ward panels that the Pathfinder (Camden & Islington) Borough has resulted in a deterioration of services provided by the MPS, including in particular the poor standard of investigations into crime allegations. What is being done to correct this?

Your response being:

'Officers are drafting a response which will be send shortly.'

Will you now provide a substantive reply?

[The Mayor](#)

Please see my response to MQ 2017/3294.

Moped Crime

Question No: 2017/3687

[Andrew Dismore](#)

Further to Question No: 2017/3299:

How many a) moped enabled crimes and b) moped thefts have there been in the last 12 months; and how does that compare with the previous 3 years?

Your response being:

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

Will you now provide a substantive reply?

[The Mayor](#)

Please see my response to MQ 2017/3299.

Public Access and Engagement Strategy

Question No: 2017/3688

[Andrew Dismore](#)

Further to Question No: 2017/3303:

What local consultation meetings are being organised in Barnet and in Camden to consult on the police Public Access and Engagement Strategy?

Your response being:

'Borough commanders are in the process of arranging local consultation sessions in support of the public consultation on the draft Strategy. Camden and Barnet are in the process of arranging this.'

Have these meetings now been arranged, and if so where and when, and what is being done to publicise them?

[The Mayor](#)

Please see my response to Oral MQ 2017/ 3830. More information can be found at:

<https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/mopac-consultations/share-your-views-accessing-met>.

Grenfell Judicial inquiry

Question No: 2017/3689

[Andrew Dismore](#)

The Grenfell Tower Judicial Inquiry opens today: are you satisfied with the terms of reference; and what representation have you arranged for the GLA, Met Police, and London Fire Brigade?

[The Mayor](#)

I have made clear my views about the terms of reference for the public inquiry into the Grenfell Tower Fire. Please see my public statement on 15 August 2017. This can be found at:

<https://www.london.gov.uk/city-hall-blog/statement-mayor-grenfell-fire-inquiry>

I have also been clear that as Mayor of London, the GLA and relevant bodies should be able to participate in the public inquiry, to raise any matters that we feel are important.

Art Crime Squad

Question No: 2017/3690

[Andrew Dismore](#)

Is it correct that the closure of Scotland Yard's art squad is temporary; if so when will it be reinstated; and if not how will we be able to combat the often complex smugglers and dealers in looted and stolen artefacts, especially from Syria, Iraq, Iran, Afghanistan and other parts of the middle east?

[The Mayor](#)

Please see my response to MQ 2017/ 3572.

Police Now scheme

Question No: 2017/3691

[Andrew Dismore](#)

How many officers under the Police Now scheme have been allocated as dedicated ward officers after completion of their 6 weeks training?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22/09/2017

It is an integral part of the Police Now programme that those recruits who complete their initial six weeks training are posted to a neighbourhood to serve as Dedicated Ward Officers (DWOs) for a period of two years.

Since they started in 2015, all 155 Police Now Constables who joined the MPS were posted as DWOs.

Note that after the two year period Police Now officers have a range of options. They may continue as a DWO, move to other roles in the MPS (including applying for a national Fast Track promotional programme) or seek further career development outside the MPS.

War Crimes Unit

Question No: 2017/3692

[Andrew Dismore](#)

How many officers at what ranks have been redeployed from the war crimes unit; is it intended that this should be a short term closure of the unit and if so for how long; and if it is intended to be permanent how will the Met investigate alleged war criminals, especially historic cases which require specialist expertise and knowledge?

[The Mayor](#)

There is no dedicated war crime unit. War crimes are investigated by SO15 Counter Terrorism Command. Officers that deal with such investigations also deal with mainstream terrorist investigations.

As a result of recent events in the UK, the live threat to the country has been escalated. As such we have made the difficult policy decision to deprioritise investigations of this kind that does not raise any immediate threat to life issues. A team of detectives from SO15 are on hand to review all information received, to identify if it meets the criteria and to the viability of instigating an immediate investigation.

This will remain our position until such a time as we are able to re-institute investigations and this will of course be under regular review.

Step free access: West Hampstead tube [1]

Question No: 2017/3693

[Andrew Dismore](#)

Further to Question No: 2017/3274:

Further to Question No: 2017/2923

What is the present position in responding to local demands for this?

Your response being:

Officers are drafting a response which will be sent shortly.

Will you now provide a substantive reply?

Your response being:

'Please see my response to MQ 2017/2923.'

As that response is a circular one, to repeat the same answer

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

Do you not agree with me that answer is disingenuous, and as I have now been awaiting a reply for several months, don't you think it is time to give a substantive reply; and will you now give one?

[The Mayor](#)

Please see my response to MQs 2017/3274 and 2017/2923, which can be found at:

http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_294994.

This answer had been submitted to the Assembly before you submitted this question.

Step-free access at West Hampstead tube [2]

Question No: 2017/3694

[Andrew Dismore](#)

Further to Question No: 2017/3275:

What would the cost be of making West Hampstead tube step-free, what work has been done to assess the viability of doing so, and have any plans been drawn up on how this could be accommodated in the station?

Written response from the Mayor

Please see my answer to MQ 2017/2923.

Your response being:

'Please see my response to MQ 2017/2923.'

As that response is a circular one, to repeat the same answer

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

Do you not agree with me that answer is disingenuous, and as I have now been awaiting a reply for several months, don't you think it is time to give a substantive reply; and will you now give one?

[The Mayor](#)

Please see my response to MQs 2017/3274 and 2017/2923, which can be found at:

http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_294994.

This answer had been submitted to the Assembly before you submitted this question.

Finchley Memorial Hospital

Question No: 2017/3695

[Andrew Dismore](#)

Further to Question No: 2017/3285:

Further to Question No: 2017/2932:

What work has TfL done to examine the viability of extending the 383 bus route to Finchley Memorial Hospital, and what was the outcome of their investigations?

Your response being:

Officers are drafting a response which will be sent shortly.

Will you now provide a substantive reply?

Your response being:

'Please see my response to MQ 2017/2932'

As that response is a circular one, to repeat the same answer

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

Do you not agree with me that answer is disingenuous, and as I have now been awaiting a reply for several months, don't you think it is time to give a substantive reply; and will you now give one?

[The Mayor](#)

Please see my response to MQ 2017/ 2932, which can be found at:

http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_294621

This answer had been submitted to the Assembly before you submitted this question

13 Bus [1]

Question No: 2017/3696

[Andrew Dismore](#)

Why was the contract for the 13 bus route to replace the 82 route awarded to a new company whose drivers do not know the route?

[The Mayor](#)

All the routes on London's bus network are competitively tendered to achieve best value. As a result, sometimes a route can move between operators. This model provides London with one of the most extensive, well-connected and reliable networks in the world.

When an established wins a new route, they must familiarise drivers with the stops and layover points. If you have specific examples where drivers do not appear to know the route well enough, TfL will of course look into these for you.

13 Bus [2]

Question No: 2017/3697

[Andrew Dismore](#)

As there is inadequate seating for the many elderly or disabled passengers, what access requirements were assessed in awarding the contract for the 13 bus route?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

All of the requirements regarding provision of facilities for the elderly and disabled passengers form part of TfL's London Bus Specification to which all bus operators must comply. The buses on route 13 comply with these requirements as do all of the buses in the fleet.

13 Bus [3]

Question No: 2017/3698

[Andrew Dismore](#)

What induction is given to drivers to learn the 13 bus route and to slow down for bus stops which currently is not always happening?

[The Mayor](#)

All drivers are trained on the route they are expected to work on, and route number 13 is no exception.

All 25,000 drivers in the bus fleet are attending a two-day customer experience course called Hello London, which looks at common frustrations such as buses not stopping.

If there are specific complaints about an incident on a certain day, Transport for London is happy to look into these and take them up with the bus operating company.

13 Bus [4]

Question No: 2017/3699

[Andrew Dismore](#)

How many complaints have been made to TFL about the 13 bus since it replaced the 82 route?

[The Mayor](#)

There were 218 complaints about Route 13, including the replacement of the 82 service, from April to September. There were 73 in April, and this has fallen sharply with 24 being recorded in August. In the first week in September, TfL had received five complaints.

Bus stop FJ in Swiss Cottage

Question No: 2017/3700

[Andrew Dismore](#)

Bus Stop FJ has been temporarily sited outside Mullion Court, 112 Finchley Road. Residents of Mullion Court have now been informed that the bus stop will be retained in this location permanently, with no consultation and against the wishes of the residents. Will you endeavour to reinstall the bus stop at the original location, or at least not outside 112 Finchley Road?

[The Mayor](#)

Following a site meeting with the residents of Mullion Court on 26 September, TfL amended the proposed design of bus stop FJ. The bus cage was moved two metres further south of 110/112 Finchley Road as a result of this meeting.

TfL has agreed with local residents to relocate the associated bus flag to the front of the bus cage by the end of October.

Bus route contracts [1]

Question No: 2017/3701

[Andrew Dismore](#)

What criteria do TfL apply when awarding contracts to run bus routes and where are the criteria published?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

TfL publishes the outcomes of bus contract tenders and gives feedback to operators following commercial awards. It does not publish the criteria as it could include commercially sensitive information relating to individual operators.

Contracts are awarded on the basis of the economic case, bidder's current performance and their ability to operate the contract. This includes an assessment of 10 categories of performance criteria, many of which are directly related to safety, for example Driver Quality Management and Engineering Quality Management. TfL is looking at how additional performance measures could be included in the evaluation process for the award of new route contracts.

Bus route contracts [2]

Question No: 2017/3702

[Andrew Dismore](#)

Where do TfL publish their reasons for awarding contracts on bus routes, and if not will you consider it?

[The Mayor](#)

Transport for London provides general feedback to operators on how it has arrived at contract award decisions. It would not publish the reasons as this could include commercially sensitive information relating to individual operators.

Black Cab Organisations and TfL (1)

Question No: 2017/3704

[Len Duvall](#)

Thank you for your answer to my written question in June 2017/3310. I note that the meeting was convened by the trade-led Cab Ranks Committee and they invited TfL to attend. You will be aware, as TfL are, that this Committee excludes the London Suburban Taxi Coalition. Do you agree that TfL should have insisted on the LSTC being invited, given the issues discussed have a huge impact on their members? Are TfL abrogating their responsibilities in respect of fairness of treatment to all Black Cab drivers?

[The Mayor](#)

The meeting took place with the Cab Ranks Committee, which consists of the London Cab Drivers Club, the London Taxi Drivers' Association and Unite the Union.

However, regarding the Intercontinental Hotel I understand that the Cab Ranks Committee engaged with the taxi drivers who use the O2 Greenwich ranks before accepting the proposal; this included a driver survey and conversations with local drivers.

The London Suburban Taxi Coalition (LSTC) has the opportunity to meet with TfL on a regular basis through the Suburban Sector Forums. The next meeting, which takes place on 3 October, will cover suburban drivers based in south east London.

Black Cab Organisations and TfL (2)

Question No: 2017/3705

[Len Duvall](#)

Are you aware that at the meeting on June 22nd, which excluded the LSTC, TfL appear to have colluded with the trade-led Cab Ranks Committee in discussing an arrangement of marshalling and rank issues outside the Hotel Intercontinental. What is your view of this?

[The Mayor](#)

Please see my answer to MQ 2017/3704.

Black Cab Organisations and TfL (3)

Question No: 2017/3706

Len Duvall

On what basis can TfL justify the discussions at the meeting on June 22nd regarding installing a new Rank outside the Hotel Intercontinental in Greenwich and allowing the hotel shuttle bus to use the North Greenwich Station Rank. Do you not agree that this would be unfair competition to the licensed cabs that operate at the North Greenwich station rank?

The Mayor

As I mentioned in my response to MQ 2017/3709, I welcome the proposed introduction of a rank and the trial of a call up system between the Intercontinental Hotel and the taxi rank at North Greenwich station. If the trial of the call up system is successful, TfL will look to roll it out to support the provision of taxis to other planned developments in the area, such as Enderby Wharf. This would help connect taxi customers with drivers and their vehicles quickly and easily, be beneficial to local businesses and increase work for the many local taxi drivers who work out of the rank at North Greenwich.

TfL has informed me that the proposed Intercontinental Hotel shuttle bus service would be based adjacent to the North Greenwich station rank, not on the rank. I also understand that many local drivers, when surveyed by the taxi-trade led Cab Ranks Committee, were broadly supportive of the proposals.

Black Cab Organisations and TfL (4)

Question No: 2017/3707

Len Duvall

In answer to 2017/3311 you state "TfL will consider formal engagement with registered friendly societies, or trade unions, which represents no less than five percent of licensed taxi drivers at the start of the financial year". Will this apply to all of the trade organisations on the Ranks Committee? Additionally, do these organisations have Suburban members in Sector 3, which covers Greenwich, Lewisham and Bexley?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

TfL has an established engagement policy which can be accessed online at the following link: <http://content.tfl.gov.uk/taxi-engagement-policy-april-2017.pdf>.

The engagement policy sets out TfL's engagement with the five main trade associations. New organisations wishing to join will need to demonstrate they meet the criteria in the engagement policy. TfL does continue to meet other associations on an ad-hoc basis, at their request.

I have been informed that the trade organisations that form the Cab Ranks Committee have suburban taxi drivers as members, including from Sector 3.

Proposed Rank outside the Hotel Intercontinental in Greenwich

Question No: 2017/3709

[Len Duvall](#)

Have TfL agreed to site a Rank outside the Hotel Intercontinental in Greenwich?

[The Mayor](#)

Yes, TfL, the hotel and the Cab Ranks Committee have agreed, in principle, to this. The proposed rank also has the support of local taxi drivers.

I welcome this positive development, which complements the requirement in Greenwich Council's planning permission for the hotel to consult with TfL on the provision and feasibility of introducing a taxi call up system, and ensures taxis will have a location to wait for work at the Intercontinental Hotel.

NHS England (London) Leadership Changes

Question No: 2017/3712

[Onkar Sahota](#)

Will the Mayor outline what priorities he will be seeking to establish with the new incoming head of NHS London, given the ongoing need for greater strategic leadership of London's health sector?

[The Mayor](#)

I look forward to meeting the new regional director for NHS England (London) on a regular basis as I met with Anne Rainsberry. I will want to discuss a broad range of issues with her including the recent King's Fund report on London's STPs, NHS performance, health and care devolution and my Health Inequalities Strategy.

Crossrail Frequency

Question No: 2017/3713

[Onkar Sahota](#)

Further to MQ 2013/2656 & MQ 2013/2657, and given the considerable interest and concern that local residents along the route have for the future service they should expect from Crossrail; will the Mayor give reassurances to commuters using Hayes & Harlington, Southall, Hanwell, West Ealing, Ealing Broadway and Acton Mainline stations that they too will benefit from increased services at their stations as a result of the extra trains per hour being laid on West of Paddington; and will he confirm to me how many trains will serve each of these stations per hour in both directions?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

I am pleased to say that following a review of the timetable, services on the Elizabeth line are set to be even more extensive and frequent than originally planned. This also includes plans it to call at Terminal 5 - meaning all Heathrow Terminals will be served by the Elizabeth line.

A total of six Elizabeth line trains per hour will serve Heathrow Terminals from December 2019. Four will go to Terminals 2, 3 and 4 and two will go to Terminals 2, 3 and 5. Services will also increase to Ealing Broadway, Southall and Hayes & Harlington. To facilitate the increase, the number of trains that will operate on the line will rise from 66 to 70.

As Elizabeth line services share track with other national rail services, TfL is working closely with Network Rail and other operators to agree the final timetable and service frequencies.

However, from December 2019 the intention is that customers from Acton Main Line stations will have four trains per hour, Ealing Broadway will have 12 trains per an hour, Hanwell will have six trains per hour and customers from West Ealing, Hayes & Harlington and Southall will have 10 trains per hour at peaks when travelling into central London.

The full timetable will be confirmed closer to the start of services.

E1 & E3 Bus Routes

Question No: 2017/3714

[Onkar Sahota](#)

Will the Mayor confirm on what basis the E1 and E3 bus routes are facing reduction in service frequency, and will he explain how this is conducive to connectivity with the expected arrival of Crossrail in West London?

[The Mayor](#)

As the Elizabeth line will serve both Hanwell and West Ealing stations, Transport for London (TfL) expects the number of customers needing to use the E1 to fall, which is why it has proposed to run the service every 12 minutes.

TfL adjusted capacity to reflect demand on route E3 earlier this year with buses now operating every 7-8 minutes, during the day on Monday to Friday and during Saturday shopping hours. There are no further frequency changes to this service proposed in connection with the Elizabeth line.

TfL has proposed connectivity and capacity enhancements to complement the Elizabeth line. Details of all the proposed changes to buses in west, southeast and northeast London can be found on TfL's consultation website, where comments can be submitted to inform any changes. Comments are requested by 17 September 2017
<https://consultations.tfl.gov.uk/buses/elizabeth-line/>

Ruislip Station Update

Question No: 2017/3715

[Onkar Sahota](#)

Further to MQ 2017/0656, will the Mayor now confirm when he expects Ruislip Station to be fully accessible?

[The Mayor](#)

In December 2016, I announced the creation of a £200 million programme to provide step-free access at more than 30 additional stations over the next five years. As part of this programme, TfL is carrying out an initial feasibility study at Ruislip station which will help identify the best options for providing step-free access. TfL will decide which programmes to include in the step-free access programme by the end of the year, and Ruislip station will be considered as part of this depending on the outcome of the initial study. If the station remains a promising candidate and is included in the step-free programme the scheme can progress to more detailed design work by early 2018.

Piccadilly Night Tube

Question No: 2017/3716

[Onkar Sahota](#)

Will the Mayor please outline how many of the expected Piccadilly Line trains were not in

service on each of the Night Tube days during the last three months, and will he confirm what steps TfL are undertaking to ensure that a regular and expected service can be enjoyed by residents and commuters using the line?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

The Night Tube service has been a great success; supporting London's night time economy and helping customers get around London through the night. Recently the Piccadilly line has experienced a few reliability issues because some train drivers have been absent due to sickness and non-availability. TfL has been working hard to resolve these issues, including recruiting additional drivers, and expects the line to return to a full service in the coming months.

The below figures demonstrate trains timetabled to operate versus trains which did operate on the Piccadilly line as measured at Leicester Square - used as a central London point. The figure for number of trains in service fluctuates as trains are swapped in and out of service throughout the night.

Day	Scheduled	Operated	Percentage of trains operated compared to scheduled
03/06/2017	62	57	92%
04/06/2017	82	70	85%
10/06/2017	62	61	98%
11/06/2017	82	78	95%
17/06/2017	62	61	98%
18/06/2017	82	74	90%
24/06/2017	62	64	103%
25/06/2017	82	87	106%
01/07/2017	62	70	113%
02/07/2017	82	80	98%
08/07/2017	62	62	100%
09/07/2017	82	76	93%
15/07/2017	62	61	98%
16/07/2017	82	73	89%
22/07/2017	62	61	98%
23/07/2017	82	58	71%

29/07/2017	62	43	69%
30/07/2017	82	61	74%
05/08/2017	62	39	63%
06/08/2017	82	49	60%
12/08/2017	62	39	63%
13/08/2017	82	55	67%
19/08/2017	62	21	34%
20/08/2017	82	45	55%
26/08/2017	62	42	68%
02/09/17	62	44	71%
03/09/17	82	59	72%

Paddington Quarter & St Mary's Hospital

Question No: 2017/3717

[Onkar Sahota](#)

Will the Mayor outline what steps he is taking to allay the concerns of the London Ambulance Service, NHS England (London), NHS Improvement and Imperial College Healthcare NHS Trust that the current access arrangements for the Paddington Quarter development will have an adverse effect on emergency access to St Mary's Hospital, and will he commit to me to review the plans to ensure that vital time is not lost?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

The proposed access arrangements have been subject to an independent Road Safety Audit as part of the planning application process. In making my decision on the Paddington Quarter development application, I was advised by TfL that in their assessment and that of Westminster City Council (WCC) - who are both the planning and highway authority - the proposed access arrangements are safe.

I asked TfL to see if anything further could be done in relation to the concerns raised by the NHS Trust and the London Ambulance Service (LAS). Additional changes were subsequently made to the access road. A formal group was also established with participation by the Trust and LAS alongside the developer, WCC and TfL, regarding the implementation of the wider transport proposals for the development. The developer has also undertaken in the s106 agreement to construct an alternative route preferred by the Trust and included in the development scheme for the hospital. TfL negotiated an extended period for this to provide more time for the Trust to take up this option and deliver their intended programme of works.

As planning permission has been granted for the development, it is for WCC as the highway and planning authority to consider whether any further review is necessary and, if so, take this forward.

NHS Hospital Business Rates

Question No: 2017/3718

[Onkar Sahota](#)

What view does the Mayor take on recent reports that as many as a quarter of private hospitals in the UK are utilising charitable status to avoid business rate liabilities, given NHS property is subject to non-domestic rates, and will he outline what the financial impact is to the GLA's precept?

[The Mayor](#)

Under section 43 of the 1988 Local Government Finance Act local authorities are required to grant 80 per cent relief to business ratepayers which are registered charities where the property they occupy in being used wholly or mainly for charitable purposes. This relief can be increased

to 100% at the discretion of the local authority.

This means in practice that a number of private hospitals, independent schools and even certain private gym chains are only required to pay 20% of their business rates liability because the operator is a registered charity. As a condition of the relief the operator normally has to demonstrate they are making the facility available for a socially beneficial purpose such as accepting NHS referrals or offering free or subsidised health checks.

It has been estimated by a leading rating agent that more than one in four private hospitals in England are eligible for charitable relief - which will cost more than £50 million in lost business rates revenue over the next five years. Proportionately London would expect to lose more than £15 million in revenues by 2022 (£3 million per annum) from this relief of which the GLA's share would be nearly £6 million (or £1.2 million per annum). The lost revenue London wide equates to just over £1 per band D council tax payer per annum.

Local authority maintained state schools and NHS hospitals, by contrast, are required to pay 100 per cent of their business rates bills. Following the 2017 revaluation it is estimated that NHS hospitals in London, alone, have seen their collective rates bills rise by £16 million a year. The Royal London hospital in Whitechapel, for example, will pay nearly £14 million extra in business rates over the next five years as a direct result of the Government's revaluation.

While I agree with the general principle of providing charitable relief to genuine charities it really cannot be right that a number of private schools, hospitals and gym chains are receiving a huge public subsidy at the same time when many of London's primary and secondary schools and NHS hospitals are being hit by huge rises in their rates bills.

I would urge the Government to commit now to a fundamental review of the business rates system in England so that the fairness of elements of the tax - including this use of charitable relief - can be looked at as a matter of urgency. This would then allow any necessary changes required to primary legislation to be introduced in the next parliamentary session. The Scottish Government is already moving ahead with significant reforms to business rates in Scotland following the Barclay review while the future direction of business rates in England remains mired in confusion and uncertainty.

Good Growth & Diversity

Question No: 2017/3720

[Navin Shah](#)

Good growth needs to be diverse growth, not only dictated to by diversity of locations on London, but also by London's diverse communities. How will you ensure good growth projects not only appeal to diverse audiences, but bring about stronger cohesion between communities?

[The Mayor](#)

London is a city of incredible diversity and the Good Growth Fund has been designed to reflect this. The fund prospectus that was issued earlier this year is built around three key strategic themes: Empowering People, Making Better Places and Growing Prosperity. It outlined the types of actions that I will support, including those which deliver community-led regeneration and share culture. I want to encourage Londoners to come together and present ideas that reflect the needs and opportunities of their own communities and allow people to share and experience the amazing diversity of our city.

The deadline for expressions of interest has recently passed and officers in my Regeneration Unit have begun the process of appraising them. They will do this in collaboration with colleagues from the Communities and Social Policy unit and the Culture team among others. This will ensure that I support well thought out and cohesive projects that support the objectives of a number of policy areas, and a range of London's communities.

Accessible Transport: Call for 'Bolder' Strategy

Question No: 2017/3721

[Navin Shah](#)

'Transport for All' have called for 'bolder' long term targets to serve disabled people. What obstacles does the Mayor foresee in opening up the Transport network in advance of the targets outlined in his draft transport strategy? What steps is the Mayor taking to ensure that London's transport is as accessible as possible for disabled people, as soon as possible?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

Improving public transport accessibility is at the heart of my draft Transport Strategy. I am committed to enhancing London's streets and public transport network to enable all Londoners to travel spontaneously and independently, making the transport system navigable and accessible to all.

All London buses meet strict accessibility requirements, and almost all bus stops are now wheelchair accessible. TfL will continue to work with boroughs to make all stops accessible, and will look to make improvements for customers with other requirements too.

The TfL Business Plan committed £200 million to make Tube travel more accessible over the next five years, making life easier for older and disabled people. This will also give a greater

choice of travel options for everyone, and directly benefit parents and carers with children and buggies.

This is the biggest investment in step-free access in the Tube's 153-year old history, and will bring the total number of Underground stations with step-free access to all platforms to more than 100. This represents more than 40 per cent of the network and will significantly increase the proportion from the current level of 26 per cent. Building on this, TfL will continue to use the latest technology, innovation, and improved design and construction approaches from the wider industry to deliver more step-free access faster and cheaper. All stations on the Elizabeth line will be step-free and, when fully opened in 2019, the line will provide a new step-free east-west link across the heart of London. In the longer-term, Crossrail 2 will provide step-free connectivity along the northeast to southwest corridor, with all stations step-free and trains having wide doors and aisles, incorporating the principles of inclusive design.

This investment will also see further improvements to make Tube stations more accessible and inclusive for all customers, making it easier and safer to travel through them. Well trained and knowledgeable staff will continue to be available to support a turn-up-and-go service and help passengers with a wide range of requirements, including those with invisible impairments.

As we seek devolution of more suburban rail services to TfL control this will bring accessibility benefits. Increased step-free access and 'turn-up-and-go' travel for wheelchair users and blind and vision-impaired people, would be enabled across wide areas of London.

These schemes will significantly improve step-free connectivity through the public transport network, reducing overall journey times and contributing towards my aim to halve the average additional time required to complete a journey on the step-free network compared to the full network, as well as being easier to use. However, in the case of Crossrail 2 and rail devolution, this can only be delivered with the backing of the Government.

I will continue to call on the Government to take action to support Crossrail 2 and enable rail devolution to allow these schemes to be progressed for the benefit of everyone in London and the South East.

LLDC: Winding UP

Question No: 2017/3722

[Navin Shah](#)

The LLDC faces significant liabilities. Do you believe the LLDC will break even by 2030 and if it doesn't, what discussions with boroughs would be necessary around winding up the LLDC amid these liabilities?

[The Mayor](#)

The London Legacy Development Corporation has undertaken a huge amount of work to deliver homes, jobs and a separate park and, with the four local boroughs, is leading the successful regeneration of one of the poorest parts of London. The significant successes already achieved are a testimony to the leadership and contribution of all involved. It is essential that progress is sustained and, indeed, taken further for the benefit of current and future residents of east London, as well as those visiting and working in the area.

There are, of course, issues inherited from the previous mayoralty that need to be addressed; for example, working to put the Stadium on a sustainable financial footing. LLDC is working to deliver its long-term strategy of financial sustainability by increasing income and reducing costs with the support of the GLA.

As to the transition of LLDC's powers in the future, we need to identify both the best model to succeed LLDC and decide when and how the transition should occur. It is important for me that we work closely with the four local boroughs as we identify and evaluate the options available.

Part of that work will require an appraisal of the huge opportunities that the Park and its assets represent and an honest appraisal of the liabilities that any residuary body would inherit once LLDC is wound up.

I have asked the LLDC's new chair, Sir Peter Hendy, to work on plans to secure the long-term future of Queen Elizabeth Olympic Park and to work closely with my Chief of Staff, David Bellamy; my Deputy Mayor for Planning, Regeneration and Skills, Jules Pipe; the leaders of the local authorities Hackney, Newham, Tower Hamlets and Waltham Forest; and other relevant stakeholders such as the Lee Valley Regional Park Authority.

Camrose Avenue, Harrow: Speeding & Safety - Speed Camera (1)

Question No: 2017/3723

[Navin Shah](#)

Local residents and Ward Councillors have raised serious concerns about speeding traffic (in excess of 50mph). Local concerns also include speeding of double decker buses in the morning and queries whether these buses are in sound condition. To prevent speeding and deal with road safety issues for local residents and pupils/parents of the local primary school, can TfL install speed camera on this road? If the response is negative, could you please explain the rationale for this? Can TfL also examine if they can introduce width restrictions on this road to assist local residents?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

Although Camrose Avenue is managed by the London Borough of Harrow, TfL provides Local Implementation Plan funding to the boroughs, including Harrow, in order to deliver initiatives to reduce road danger, such as width restrictions on streets with concerns over speeding vehicles.

The criteria for introducing speed cameras follows guidance set out by the Department for Transport that targets roads with the most concerning safety record. Based on the most recent casualty records, Camrose Avenue does not meet the criteria for installation of a speed camera, which requires four deaths or serious injuries over a three-year period, of which two must be speed related.

As part of my Vision Zero approach to road danger, I have asked Transport for London (TfL) to review the criteria and prioritisation of safety camera installations. An update on this will be included in my Vision Zero for London Plan. Other than speed cameras, TfL, in partnership with the Metropolitan Police undertakes many other speed management initiatives, including Community Road Watch. Concerns from members of the public relating to speeding, and other road offences, can also be logged via the Roadsafelondon website, in order to inform police enforcement activity.

To help to regulate speeds on the road network, TfL, through their Bus Safety Programme, will be introducing Intelligent Speed Assistance technology across the bus fleet from December this year.

Camrose Avenue, Harrow: Speeding & Safety - 'Community Road Watch' (2)

Question No: 2017/3724

[Navin Shah](#)

Local residents and Ward Councillors have raised their serious concerns about speeding traffic (in excess of 50mph). Local concerns also include speeding of double decker buses in the morning. To prevent speeding and make Camrose Avenue safe for local residents and pupils/parents of the local primary school, can Met Police (local SNT), who have responsibility to enforce speed limits on public highway, tell me whether they have carried out any speed limit checks on this road? If not, I would suggest that Community Road Watch initiative is implemented as a matter of priority to implement speed limit enforcement in this area. Please let me know how soon this can be done.

[The Mayor](#)

The MPS local Safer Neighbourhood Team are aware of the community's concerns regarding speed of drivers on this road. To tackle this they routinely conduct speed checks on this road.

However, this is only a short-term deterrent whilst the officers are there. The Safer Neighbourhood Team have plans for further days of action on Camrose Avenue.

The road currently has a width restriction, which does work in slowing traffic down and the MPS will be speaking with Highways department at Harrow Council regarding the possibility and need for further traffic calming measures.

In relation to the Community Road Watch initiative, this is currently being actively looked into with a view to implement in the near future.

Taunton Way - Junction with Honeypot Roundabout

Question No: 2017/3725

[Navin Shah](#)

Local residents and ward councillors have raised the issue of road markings at the junction of Taunton Way and the Honeypot Roundabout. Currently, the left lane for traffic coming out of Taunton way can only turn left in to Honeypot Lane going towards Kingsbury. Previously it was used both for going left and straight. Concerns have been raised about current system being more confusing and dangerous for drivers who wants go straight into Charlton Road. Can TfL please address this issue and explore a way to allow traffic flow but also have a system that does not deter/confuse drivers?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

The London Borough of Harrow is the highway authority for this junction and is responsible for the junction layout and operation. Safety concerns regarding the current layout should be raised with the borough directly.

Junction of Camrose Avenue and Edgware Road (A5)

Question No: 2017/3726

Navin Shah

Local residents are concerned about pedestrian safety at this traffic signalled junction. Can TfL introduce a pedestrian phase at these traffic signals to provide safe crossing?

The Mayor

I have asked TfL to discuss your concerns with the London Borough of Barnet, who is the highway authority for the Camrose Avenue / Edgware Road junction. TfL will advise and support the Borough to make any necessary changes.

Cycling in Outer London

Question No: 2017/3727

Navin Shah

Harrow Cyclists and Branch Cyclists (local borough branches of the London Cycling Campaign) have approached me about your ambitions for London to be a 'byword for cycling' and promise of a 'mini-Holland' in every borough. However, concerns have been expressed about poor provision for cycling in recently announced road schemes. What plans will you have in your new London Plan and your Transport Strategy to deliver your vision and deliver cycling initiatives in Outer London and improve provision of cycling?

The Mayor

I am committed to improving cycling right across London and only projects that bring real benefits will be taken forward.

My draft Transport Strategy sets out my aim to make active travel accessible and appealing to all Londoners. In outer London, cycling has huge untapped potential to replace many shorter car trips and achieving this shift is central to my vision. This will mean improving street environments in outer London to make walking and cycling the best option for these journeys.

To help boroughs accomplish this, Transport for London has recently published the Strategic Cycling Analysis available on its website here <https://tfl.gov.uk/corporate/publications-and-reports/cycling>. This is a useful, evidence-based tool that boroughs can use to help plan cycling initiatives, including in outer London. It can also be used to support bids for Liveable Neighbourhood funding, which is a new funding programme that will transform town centres and neighbourhoods into more attractive, accessible and people-friendly public spaces that will encourage more walking and cycling.

The new London Plan will also help make cycling an attractive choice in outer London by embedding the Healthy Streets Approach into the design of new developments, including provision of high quality cycle parking, and ensuring new development contributes to the delivery of a London-wide network of cycle routes.

Hate Crime (1)

Question No: 2017/3728

[Navin Shah](#)

There are reports of huge spike in hate crimes / racist incidents following atrocities in London. Islamophobic hate incidents too have been on the increase. What progress have the Met Police and other agencies made in tackling and reducing these crimes and reassuring local community and religious organisations as a way of support?

[The Mayor](#)

There is a small minority who seek to divide us and victimise others because they are different, and this minority may feel emboldened at certain times of heightened tension. As a reflection of this, there was a rise in Islamophobic offences in the days immediately following the terror attacks in London and Manchester, with a cumulative effect being seen. Offence levels have since returned to those we saw before the attacks.

We were already seeing an increase in reporting. I believe this is in part due to a growing willingness of victims to report hate crime and an improved awareness amongst police officers to identify properly these offences and give support to victims - both of which are encouraging. The MPS has also established close links with third party reporting groups such as TruVision, Tell Mama and Galop in order to gain a fuller understanding of Hate Crime and the extent of under-reporting.

The MPS also has over 900 specially trained investigators who deal with hate crimes, and those, along with the Hate Crime Liaison Officers now present in every borough, have been fully briefed about the increases. They continue to engage proactively with affected communities and there is continued dialogue to offer reassurance and advice to local race/faith organisations and places of worship on all London boroughs.

The MPS Hate Crime Diamond Group, which MOPAC and other partner agencies attend, meets this week and will look at levels of reporting, quality of the partnership response and the support we collectively provide to victims.

Hate Crime - Online Incidents (2)

Question No: 2017/3729

[Navin Shah](#)

What progress have you made with Online Hate Crime Hub (new police unit) to tackle online hate crime? Are you able to provide details of the research undertaken by this hub; plus statistics to indicate progress made to date by this Online Hate Crime Hub? Are there any specific projects/initiatives promoted by this unit?

[The Mayor](#)

Feedback from investigators indicate that the Online Hate Crime Hub provides efficiencies by reducing the duration of an investigation and identifying realistic criminal justice and victim outcomes at an early stage. The hub is also developing a toolkit to develop the skills of all frontline officers.

However, the hub programme does not simply consist of the specialist officers investigating reports of crime. It is focused on ensuring meaningful victim outcomes - which include specialist advice and advocacy to cope and recover from harm, and where possible the opportunity to engage restorative justice. The hub is underpinned by a number of academic research programmes, and is supported by MOPAC facilitated advisory and steering groups that include community stakeholders, social media companies and academia.

Sixty-six live allegations of online hate crime are currently being supported by the hub and it has provided specialist support in a further 167. The hub has made 71 specialist victim referrals and advised on 61 breaches of service user agreements by suspects on social media platforms.

Pocket Homes

Question No: 2017/3730

[Navin Shah](#)

I fully support your vision and investment in pocket homes for first-time buyers. Will these homes adhere to London Plan space standards? Is there any chance that modular buildings technology can also be used for larger units for cost effective and speedy delivery of homes? Is this something that you are looking into?

[The Mayor](#)

Pocket Homes meet the space standards set out in the London Plan. Precision manufacturing can support homes of a range of types, including larger units. I am supporting its greater use in a variety of ways, and looking into ways to support it further.

Bus Routes H18/H19 and 186

Question No: 2017/3731

[Navin Shah](#)

My constituents on Kenmore Avenue - Harrow and local ward councillors have again raised the issue of the above bus routes. I appreciate your recent response to this question specifically about buses H18 and H19. However, can you please let me if it would be possible to increase frequency of 186 buses?

[The Mayor](#)

Transport for London (TfL) has responded to Londoners' comments on routes H18 and H19 by running double-deck buses during peak times. TfL is allowing for future growth by including an extra journey in the morning and afternoon peaks from September 2018.

TfL continuously monitors bus routes across London and is not aware of any current issues on route 186. I have asked TfL to review route 186 specifically in light of your comments, and would invite you to pass any other suggestions onto TfL as part of this process.

Homes in Green Belt

Question No: 2017/3732

[Navin Shah](#)

According to CPRE, "The Green Belt in England is being sacrificed to build new housing at fastest rate for two decades". How do you plan to protect and enhance London's green belt and open spaces from development?

[The Mayor](#)

I am committed to protecting and enhancing London's green belt and open spaces. The adopted London Plan contains a suite of policies 7.16-7.21 offering strong protection to the Green Belt and Open spaces. I intend to carry forward this strong protection into my new London Plan. But ensuring effective implementation is also crucial, which I have been doing for referable applications since I took office - please also see my answer to MQ 2017/3635.

Protection of Pubs

Question No: 2017/3733

[Navin Shah](#)

I welcome your drive to save London's pubs from closure. Do you support community initiatives asking Borough Councils to include local pubs on the list of assets of community value?

[The Mayor](#)

Yes - where pubs are nominated by the community to be an asset of community value I support boroughs in designating them as such. This will be explicit in my new London Plan.

Alperton Station - Overbridge

Question No: 2017/3734

[Navin Shah](#)

Thank you for your answer to my question regarding the Overbridge at Alperton Station (Question No: 2017/2979). Could you expand on what 'maintenance works' are planned for this bridge? Since these works are planned within this financial year does the Mayor believe this would provide the opportunity for further small refurbishment of the bridge e.g. cleaning up and restoration, as in its current state it is negatively impacting one of London's most diverse and busy streets?

[The Mayor](#)

The maintenance and service works are routine to address the bridge's drainage system.

Any additional work to restore or refurbish the bridge would require considerable additional funds which are unfortunately not available at this time.

Alperton Station - Regeneration

Question No: 2017/3735

[Navin Shah](#)

Thank you for your answer to my question regarding the Overbridge at Alperton Station (Question No: 2017/2979). What plans does TfL have for the landscaping works outside Alperton Station? Since Brent Council are keen to pursue this project ASAP and S106 funds are available to contribute, how soon can the project begin?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Universal Credit rollout

Question No: 2017/3737

[Fiona Twycross](#)

October 2017 sees the start of the next phase of Universal Credit rollouts in London. A number of MPs have called for this to be postponed until next year to avoid delays to payments and hardship over the Christmas period. There are also claims that Universal Credit is not yet ready for wider rollout. What is your view on this?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22/09/2017

London has already been hit particularly hard by recent changes to welfare policy and whilst Universal Credit has the potential to improve and simplify work incentives, its roll-out is throwing up a number of administrative shortcomings that can cause genuine hardship for claimants.

It is important that the effects of these shortcomings are fully understood and that government policy responds to the picture on the ground. If major problems continue, then I think the Government should consider postponing the next phase of rollouts.

London Living Wage (1)

Question No: 2017/3738

[Fiona Twycross](#)

Child Poverty Action Group and the Living Wage Foundation have recently published a new guide which aims to help local authorities in London become accredited Living Wage employers, and help local authorities that are already accredited promote the Living Wage in their communities. Will you endorse the guide to London local authorities?

[The Mayor](#)

I fully endorse the new guide and worked with the Living Wage Foundation to ensure my commitment to the Living Wage was featured in it. I will continue to promote the Living Wage to businesses and local authorities in London.

London Living Wage (2)

Question No: 2017/3739

[Fiona Twycross](#)

What actions have you taken on increasing the London Living Wage since becoming Mayor and what success have you had so far?

[The Mayor](#)

The decision was taken last year for the calculation of the London Living Wage to become aligned with the method used to determine the Living Wage for the rest of the UK. The Living Wage Commission now has direct responsibility for setting the rate. My Deputy Mayor Joanne McCartney represents me on the Commission and ensures that the rising costs of living in London are reflected in their calculations.

London Living Wage (3)

Question No: 2017/3740

[Fiona Twycross](#)

Will GLA Economics take in to account increases in prices due to Brexit in their calculations on the next calculation of the London Living Wage?

[The Mayor](#)

The decision was taken last year for the calculation of the London Living Wage to become aligned with the method used to determine the Living Wage for the rest of the UK. The Living Wage Commission now has direct responsibility for setting the rate. My Deputy Mayor Joanne McCartney represents me on the Commission and ensures that the rising costs of living in London, including those associated with the inflation caused by the fall in sterling, are reflected in their calculations.

Self-employment and low pay (1)

Question No: 2017/3741

[Fiona Twycross](#)

How many people in London defined as self-employed currently earn the equivalent of less than the London Living Wage?

[The Mayor](#)

ONS only collects data on self-employment in the linked Annual Population and Labour Force Surveys. These surveys cannot be used to estimate the hourly earnings of the self-employed, and so it is not possible to provide the information sought.

Self-employment and low pay (2)

Question No: 2017/3742

[Fiona Twycross](#)

How many people in London defined as self-employed currently earn the equivalent of less than the National Living Wage?

[The Mayor](#)

ONS only collects data on self-employment in the linked Annual Population and Labour Force Surveys. These surveys cannot be used to estimate the hourly earnings of the self-employed, and so it is not possible to provide the information sought.

Self-employment and low pay (3)

Question No: 2017/3743

[Fiona Twycross](#)

What initiatives are you undertaking, or planning, to support Londoners defined as self-employed but earning less than 1) the London Living Wage and/or 2) the National Living Wage?

[The Mayor](#)

I want to see much stronger protections from exploitation in place, and a much more activist enforcement regime that genuinely roots out bad practice and prosecutes criminal behaviour by employers. This includes employers and agencies incorrectly treating workers as self-employed with the intention of evading national insurance, PAYE and other financial obligations. I intend to respond to the consultation on the Government's UK Labour Market Enforcement Strategy, which was published in July 2017 and will close on 13 October.

National Living Wage

Question No: 2017/3744

[Fiona Twycross](#)

What actions have you undertaken, or are you planning, to tackle employers in London who pay below the National Living Wage?

[The Mayor](#)

I want to see much stronger protections from exploitation in place, and a much more activist enforcement regime that genuinely roots out bad practice and prosecutes criminal behaviour by employers. I intend to respond to the consultation on the Government's UK Labour Market Enforcement Strategy, which was published in July 2017 and will close on 13 October.

BAME employment

Question No: 2017/3745

[Fiona Twycross](#)

What action is being taken in London to close the gap in living standards for those from Black and Ethnic Minority Backgrounds, as highlighted by the Resolution Foundation?

[The Mayor](#)

I am determined to create a fairer, more inclusive economy where all Londoners are able to participate in, and benefit from, London's economic success. As London's economy grows and becomes more prosperous, it should be reflected in better living standards for all Londoners - in terms of their incomes and wellbeing.

My forthcoming Economic Development Strategy will provide further detail on my approach to these issues.

My Good Work Standard will also be a key part in delivering this aim to encourage the very best employment standards across London and make London the best place in the world to work. With fair pay and the London Living Wage at its heart, it will support employers to adopt best practice and achieve high standards in areas such as flexible working, diversity and inclusion, apprenticeships and training, and employee voice.

My consultation - Vision for a Diverse and Inclusive City sets out my aims for the future of London as a diverse, inclusive and integrated city. It builds on my manifesto commitments and those set out in a City for All Londoners.

Social mobility evidence base

Question No: 2017/3746

[Fiona Twycross](#)

Can you tell me when your Deputy Mayor for social integration, social mobility and community engagement and social evidence working group expects to complete the evidence base for the GLA? Will this data be publicly available on the GLA's datastore?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22/09/2017

The social evidence base will be a living/dynamic evidence base rather than a one-off state of London social evidence publication. It will bring together sets of measures across different social policy areas at the GLA for regular publication on the London Datastore.

Providing a site that houses London's social data, it will also include links to relevant ad hoc research pieces.

We aim to begin publishing the data in 2018 once we have finalised my team's strategies and evidence.

The evidence base will provide City Hall, policy makers and civil society in London with transparent and rigorous evidence. An additional aim of social evidence base will be to increase the range of data available.

My team will be working with civil society and the private sector to explore new data sources to fill evidence gaps identified through their initial scoping exercise.

Careers guidance (1)

Question No: 2017/3747

[Fiona Twycross](#)

Since you took office, how has careers guidance in the capital improved?

[The Mayor](#)

I am working with a range of partners including the Skills for Londoners taskforce to develop the careers education offer and build on existing good work to create a coherent and accessible all-age careers information, advice and guidance offer for London. The skills strategy, due to be published in 2018, will set out my ambitions. Current activity includes continued steady increases in the number of schools signed up to the London Ambitions portal and opportunities being provided by businesses and intermediaries, delivery of careers clusters across London and Team London's delivery in Enterprise Adviser Network schools.

Careers guidance (2)

Question No: 2017/3748

[Fiona Twycross](#)

What criteria are you using to measure whether your programmes to improve careers guidance in the capital are successful?

[The Mayor](#)

Current careers activity includes increasing the number of schools signed up to the London Ambitions portal and opportunities being provided by businesses and intermediaries, delivery of careers clusters across London and Team London's delivery of Enterprise Adviser Network schools. Each of these programmes has its own criteria that success is measured against.

State Pension

Question No: 2017/3749

[Fiona Twycross](#)

Further to MQ 2017/3357, will you share your letter to the Work and Pensions Secretary and the response on this matter when you receive it please?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Taylor Review

Question No: 2017/3750

[Fiona Twycross](#)

When do you intend to meet The Rt Hon Greg Clark MP, Secretary of State for Business, Energy and Industrial Strategy to discuss the Taylor Review? Can you keep me updated on the outcome of this discussion?

[The Mayor](#)

My office is currently in touch with the Secretary of State for Business, Energy and Industrial Strategy's office to arrange a meeting between the two of us.

EU citizens - outward migration (1)

Question No: 2017/3751

Fiona Twycross

What are the a) numbers b) nationalities and c) sectors of work in London most impacted by the reported outward migration of citizens from other EU countries returning to their country of origin due to Brexit?

The Mayor

The ONS recently published provisional data on net long-term international migration to the UK for the [year ending March 2017](#). The release suggests the data "indicate that the EU referendum result may be influencing people's decision to migrate into and out of the UK, particularly EU and EU8 citizens".

This is based on the International Passengers Survey (IPS). Data for London is available on a calendar year basis, with the most recent data covering [the year 2015](#). It is therefore not possible to provide the respective numbers for London.

Further, the IPS data does not provide sectoral information. However, a reduction in migrants is likely to affect sectors that are currently most reliant on migrant labour. The recent GLA Economics publication "[London and Europe: Facts and figures](#)" provides information on the stock of EEA born workers in London's labour market.

EU citizens - outward migration (2)

Question No: 2017/3752

Fiona Twycross

Following reports over the summer of increased outward migration, what impact, if any, do you anticipate continued outward migration of citizens from other EU countries to have on London's economy?

The Mayor

The latest ONS data for the year to March 2017 show increased outward migration for EU nationals for the UK as a whole, but no data are yet available for London - we have only anecdotal evidence of increased outward migration. There has been a reduction in EU nationals registering for a national insurance number for the first time but this refers to people coming into the UK not the other way. It is too early to get a reliable picture of a new trend from official statistics to feed into our projections and analysis. We will continue to monitor emerging data.

Webbs Industrial Estate (1)

Question No: 2017/3756

[Andrew Boff](#)

How many Mayoral Decisions have been issued for the purchase of Webbs Industrial Estate for new homes?

[The Mayor](#)

The following formal decisions have contributed to the purchase and disposal of the Former Webbs Industrial Estate:

MD1627 - 17th March 2016 (former Mayor Johnson)

MD2160 - 18th July 2017 (Mayor Khan)

MD2150 - 23rd August 2017 (Mayor Khan)

Webbs Industrial Estate (3)

Question No: 2017/3757

[Andrew Boff](#)

Please list all actions that have been taken, by whom, and on which dates, to implement Mayoral Decision MD1627?

[The Mayor](#)

MD1627, (17 March 2017), sought approval to purchase the former Webbs Industrial Estate on or before 31st March 2016 from the Education Funding Agency (EFA). Officers from the Housing and Land team engaged with the EFA to implement this, however negotiations had stalled by March 2016 and the purchase did not take place. As the GLA subsequently entered a pre-election period, these negotiations were put on hold until a new Mayor was elected.

Following my election, a decision was taken in May 2016 to conclude these discussions, and the team re-engaged with the EFA and completed this purchase in July 2016.

In subsequent discussions, it became clear that the levels of affordable housing modelled for the site in MD1627, (17 March 2017), were unacceptably low.

Following discussion and agreement with my Deputy Mayor for Housing and Residential Development, further approval was sought through MD2160, (18 July 2017), for sufficient budget to revisit the commercial assumptions made in MD1627 to refresh the business case.

Mayoral Approval in was subsequently sought to dispose of the site at 100% affordable through MD2150, (23 August 2017).

Public land (1)

Question No: 2017/3758

[Andrew Boff](#)

How many non-GLA Group public sector land owners in London have you identified who would be prepared to deliver at least 50% affordable homes on their land? How many homes would they deliver by 2020?

[The Mayor](#)

Discussions are ongoing with a range of non-GLA Group public sector land owners about their housing deliver programmes, including the proportion of affordable housing.

Public land (2)

Question No: 2017/3759

[Andrew Boff](#)

How many non-GLA Group public sector land owners in London have you identified who would be prepared to deliver any homes on public land? How many homes would they deliver by 2020?

[The Mayor](#)

Please see my response to MQ 2017/2758.

Hammersmith & Barking Line

Question No: 2017/3760

[Andrew Boff](#)

Will you either a) rename the Hammersmith & City Line the Hammersmith and Barking Line or b) Support Barking becoming a City?

[The Mayor](#)

There are no plans to rename the line.

The Hammersmith & City line is appropriate for the areas that it serves and I see no benefit and only extensive cost in time and finances to rebrand the line. Transport for London would have to update every map and direction sign, as well as all announcements on every affected train and station on the network.

Overground station at Barking Riverside

Question No: 2017/3762

[Andrew Boff](#)

What public input will there be to the design of the new Overground Station at Barking Riverside?

[The Mayor](#)

Public consultation was carried out on the London Overground Barking Riverside Extension in autumn 2014, spring 2015 and winter 2015/16. The responses to those consultations informed the design of the scheme, including the station that formed the basis of the Transport & Works Act Order (TWAo) application submitted to the Secretary of State for Transport in March 2016. The full application, including the Design and Access Statement that illustrated the proposed station design was then subject to a formal public consultation in April and May 2016.

Subsequent to this input through public consultation, an outline planning permission for the extension has been granted under the TWAo. In accordance with planning conditions attached to the scheme, further details of the internal layout and external appearance of the station will be submitted to the London Borough of Barking & Dagenham for final approval.

The station design as approved through the TWAo is located here: <http://barking-riverside.persona-pi.com/environmental-statement>

Barking Riverside Overground Station Zone

Question No: 2017/3764

[Andrew Boff](#)

In which zone will the new Overground station at Barking Riverside be situated?

[The Mayor](#)

The existing Barking station is in Zone 4 and it is likely that the new station will also be in Zone 4.

However, a formal decision on the zoning of Barking Riverside will not be taken until nearer the station's opening date in 2021.

London Land Commission

Question No: 2017/3765

[Andrew Boff](#)

When is the next meeting of the London Land Commission and what is the status of work to improve the content of the register?

[The Mayor](#)

For the stats of the London Land Commission, see MQ 2017/3612. Work has been undertaken to improve the quality of the LLC register, by turning points into site boundaries and using other data sources, including the Land Registry data to improve accuracy. An updated version of the Register will be published shortly.

Strategic Industrial Land

Question No: 2017/3766

[Andrew Boff](#)

How much strategic industrial land is contained within Housing Zones?

[The Mayor](#)

There is 491 hectares of Strategic Industrial Land within Housing Zones.

Mayoral Decisions

Question No: 2017/3767

[Gareth Bacon](#)

Which policies, programmes or initiatives have commenced under your tenure that originated from a Mayoral Decision issued by your predecessor

[The Mayor](#)

My officials would be happy to provide information you require on specific policy areas, programmes or projects.

However, it is not possible to answer such a broad question in any meaningful way.

All Mayoral Decisions are published on the GLA's website which will assist in forming any specific enquiries you might have.

The Knowledge (1)

Question No: 2017/3770

[Keith Prince](#)

Is the Mayor aware that the numbers of those applying to do the Knowledge has gone down from 2199 in 2011 to 501 in 2016? What are you planning to do about this?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

As I clearly set out in my Taxi and Private Hire Action Plan, I am committed to supporting our highly trained cabbies and raising the profile of the Knowledge of London. TfL recorded 684 applicants for the Knowledge of London in 2016.

In accordance with my Action Plan, TfL has been working to widen the appeal of the Knowledge. TfL Knowledge staff recently attended a school careers event which was well received and TfL will be exploring similar opportunities in the future. TfL is currently investigating whether the Knowledge can be established as a formal qualification, potentially enabling applicants to apply for study loans. At present, it is preparing a pre-qualification questionnaire which will allow interested parties to set out their proposals for developing a formal qualification.

Earlier this year, TfL worked with a television production company on a documentary following the journey of a number of Knowledge students which appeared on ITV Channel 4, and has recently assisted a theatre company with research for a stage adaptation of the 1979 film, The Knowledge.

The Knowledge (2)

Question No: 2017/3771

[Keith Prince](#)

How long does it take the average candidate to get through the examination side of the Knowledge once they say they are ready to be tested?

[The Mayor](#)

For the typical applicant it takes approximately 18 - 24 months to pass the examination side of the Knowledge.

However, there are a number of factors to be considered such as individual ability and the number of hours spent learning routes and points of interest; the time taken to complete the Knowledge can therefore vary significantly depending on candidates' individual circumstances.

The Knowledge (3)

Question No: 2017/3772

[Keith Prince](#)

How long does it take to pass the Private Hire Driver's Topographical Knowledge Testing?

[The Mayor](#)

The topographical assessment tests someone's ability to map read, to plan a route in the context of a pre-booked journey and their general geographical awareness and directional understanding.

Transport for London (TfL) allows two attempts to pass the topographical assessment per private hire driver application. The assessment currently consists of five modules and takes two hours to complete; the required pass mark is 60 per cent.

TfL is currently producing additional modules that will test private hire driver applicants on a range of other items including their understanding of relevant legislation. Once introduced, it is envisaged that the test will take approximately four hours to complete.

TfL recommends that those taking the test prepare for the assessment in advance.

Cab Enforcement Letter

Question No: 2017/3773

[Keith Prince](#)

Is the Mayor aware of the letter from the Cab Enforcement Officer warning TfL TPH's General Manager about the conduct of PH Drivers/Vehicles/Operators? What are you planning to do about this?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

Please see my answer to MQ 2017/3503.

Complaints System

Question No: 2017/3774

Keith Prince

Does TfL have a proper complaints system in place for PH Drivers/Vehicle and Operators?

The Mayor

In March 2016, Transport for London (TfL) introduced an enhanced complaints handling process. Details of this can be found on the TfL website at <https://tfl.gov.uk/help-and-contact/>, which is where people can record their complaint.

TfL investigates all complaints about private hire journeys, but many passengers choose to contact the operator directly in the first instance, particularly if their complaint is about a fare or another matter TfL doesn't directly regulate.

Choice of Routes (1)

Question No: 2017/3775

Keith Prince

Does TfL TPH deal with the choice of routes chosen by PH Drivers? There are many comments on Social Media regarding rip-off fares and devious routes: what action does TfL take?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

TfL can investigate complaints regarding routes taken by private hire drivers.

TfL regulates taxi fares and is therefore able to immediately investigate allegations regarding routes taken by taxi drivers.

Regarding private hire drivers, in the first instance, TfL recommend customers should contact the private hire operator that they booked the journey through, as they are required to give customers an accurate fare estimate prior to accepting a booking. If the operator doesn't provide a satisfactory response to the customers complaint, TfL will investigate.

If TfL were to investigate they would write to the driver to seek an explanation and also ascertain if a driver has been subject to any historic complaints of a similar nature. If a previous complaint has been made, licensing action will be considered which could include a suspension or revocation depending on the seriousness of the allegation and the evidence provided. If the journey was taken via an app, TfL may contact the operator to check the booking record and if the route was recorded.

Choice of Routes (2)

Question No: 2017/3776

[Keith Prince](#)

Broken down by month, how many complaints has TfL received about Taxi Drivers poor choice of routes over the last year?

[The Mayor](#)

In the last year, 177 reports of taxi drivers taking circuitous routes have been received by Transport for London. The table below shows the break down by month over the last year.

Month	Figure
September 2016	23
October 2016	16
November 2016	26
December 2016	21
January 2017	7
February 2017	12
March 2017	18
April 2017	10
May 2017	12
June 2017	3
July 2017	21
August 2017	8
Total	177

Knowledge Testing Standards

Question No: 2017/3777

[Keith Prince](#)

What mechanism does TfL use to set the Standard of the Taxi & PH Knowledge Testing?

[The Mayor](#)

Our city's taxi drivers have an incredible sense of direction and geographic recall which is why London's taxi trade is seen as the gold standard across the world. The Knowledge of London is widely acknowledged as the toughest local knowledge test in the world and requires each applicant to memorise around 25,000 streets in central London as well as 100,000 locations around the Capital.

The 320 routes forming the basis for learning the Knowledge are regularly checked to ensure that they are the most relevant and crucial to gaining the required understanding of London's streets.

The topographic assessment for private hire drivers covers map-reading, navigation skills and route planning. However, the required standard is not at the level of those that undertake the Knowledge.

This is because, unlike taxi journeys, all private hire journeys are booked in advance through a licensed private hire operator. This means that drivers have time to plan their journeys beforehand.

Taxi and private hire drivers have to demonstrate a level of topographical knowledge and skills that are appropriate for the licence they hold. The standards for both taxi and private hire drivers are set by Transport for London, and any significant changes are developed in consultation with the relevant trade.

Taxi Drivers Competing

Question No: 2017/3778

[Keith Prince](#)

With costs totalling over £63k after grants, how does the Mayor expect Taxi drivers to compete without a distinct 2 tier Taxi and Private Hire system?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Traffic Offence Reports

Question No: 2017/3779

[Keith Prince](#)

A recent FOI request disclosed that vehicles registered with Uber London were responsible for 50% of Traffic Offence Reports issued to PHVs by Metropolitan Police Cab Unit. Is this disproportionate?

[The Mayor](#)

The FOI release stated that within a four-week period, 128 licensed private hire drivers were reported for driving offences by means of a Traffic Offence Report. Seventy-nine of these drivers stated that they were working for Uber at the time of the offence. The MPS does not hold data on how many drivers are currently working for Uber and as such cannot say if this number is disproportionate.

Onfido Ltd

Question No: 2017/3780

[Keith Prince](#)

How many current PHV licence holders submitted DBS disclosures via Onfido Ltd?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Plying for Hire

Question No: 2017/3781

[Keith Prince](#)

When a private hire driver makes himself visibly available on a booking application, does the Mayor believe he is plying for hire?

[The Mayor](#)

Clearly the introduction of smartphone technology has made it easier than ever for customers to pre-book their journeys via an app.

Plying for hire does not currently have a statutory definition and is difficult to prove. I have been clear in my Taxi and Private Hire Action Plan that a statutory definition of plying for hire and pre-booked services is needed to remove any ambiguity and clearly define the difference between taxi and private hire services.

TfL explored the issue of vehicles being displayed on apps in its review of private hire regulations. It consulted on the proposal that operators must not show vehicles being available for immediate hire, either visibly or virtually via an app. While the proposal was supported by the taxi trade, there was strong and widespread opposition against this proposal from customer groups and private hire operators, and it was not taken forward.

Inadequate DBS Disclosures

Question No: 2017/3782

[Keith Prince](#)

How many current PHV drivers are currently on the road, having submitted inadequate DBS disclosures?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

East London River Crossings

Question No: 2017/3783

[Keith Prince](#)

In relation to proposals for new road river crossings at Gallions Reach and Belvedere TfL noted in 2016 that "there will always be vital delivery ... trips that cannot be undertaken by public transport" and that "There will continue to be a need for a ... road network to cater for such journeys". Does the Mayor agree with this assessment that new road crossings at Gallions Reach and Belvedere - alongside increased public transport capacity - would benefit economic growth in East London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

My draft Transport Strategy supports the delivery of new public transport connections across the River Thames in outer east London as a means to promote a shift away from car use, improve London's air quality and unlock growth.

Once the Silvertown Tunnel, the Government's Lower Thames Crossing and improved cross-river public transport connectivity have been delivered, I have said I will give consideration to the case for further road crossings of the river in east London.

Any such proposals need to have a strong public transport element, be consistent with the overall vision for creating a healthy city and meet the broad criteria set out in proposal 90 of my draft strategy.

A10 Car Racing

Question No: 2017/3784

[Shaun Bailey](#)

Will the Mayor commit to introducing average speed cameras on the A10 Great Cambridge Road between Bullsmoor Lane and Lincoln Road in order to stop the dangerous racing that is occurring on a weekly basis causing misery to Londoners?

[The Mayor](#)

As part of my Vision Zero commitment to eliminate road traffic deaths and serious injuries by 2041, TfL is investigating additional average speed camera corridors across London. I can confirm this includes specifically looking into the feasibility and funding for average speed cameras along the A10 as a matter of priority.

In the interim, the TfL-funded Roads and Transport Policing Command is ramping up enforcement on the A10 to provide a visible deterrent and is currently planning a number of intensive mobile camera enforcement operations.

Sun in the Sands illuminated advertising screens (1)

Question No: 2017/3785

[Shaun Bailey](#)

TfL has installed LED Screens on the Sun-in-the-Sands roundabout over the A2/ A102 in Blackheath. Are you aware that there have been a number of complaints that the screens are distracting for drivers coming off the A2/ A102 onto the roundabout?

[The Mayor](#)

Safety is Transport for London's (TfL) primary consideration when choosing advertising locations. All of TfL's digital advertising locations are assessed on a site by site basis and in accordance with best practice.

TfL has received a small number of complaints about the advertising screens at Sun in the Sands and that these have been responded to.

Sun in the Sands illuminated advertising screens (2)

Question No: 2017/3786

[Shaun Bailey](#)

Are you concerned that some drivers appear to be slowing down in order to wait to read the advertisements on the loop because they have just missed one.

[The Mayor](#)

Transport for London (TfL) has measures to ensure that all of its roadside advertising screens are safe and compliant with the guidance for digital roadside advertising.

It is a condition of TfL's planning consent for the Sun in the Sands digital screens that adverts change over a period of no greater than one second. This measure has been taken for safety reasons because research has shown that a 'slow fade' draws the eye of passing motorists for longer. To avoid driver distraction TfL has also ensured that the advertisements chosen do not change more frequently than once every ten seconds or contain moving images.

Sun in the Sands illuminated advertising screens (3)

Question No: 2017/3787

[Shaun Bailey](#)

Do you accept that the light emissions from the screens risk being a driver distraction as does the glare from the screens when it rains?

[The Mayor](#)

All of TfL digital advertising locations are assessed on an individual basis, taking into account each site's specific context and a comprehensive risk assessment. All screens are installed and operated in accordance with the relevant planning consent. As such, TfL has taken the necessary steps to ensure that all of its digital advertising locations are suitable and will not have a negative impact on the safety of road users or pedestrians.

Sun in the Sands illuminated advertising screens (4)

Question No: 2017/3788

[Shaun Bailey](#)

There has been an issue with high light emissions from the screens entering nearby residents' living rooms and bedrooms, although TfL has since dimmed the light levels. How will this continue to be monitored?

[The Mayor](#)

TfL arranged for the brightness of the screens to be reduced after listening to feedback from local residents. The screens will continue to be monitored and TfL will take further action if required.

Sun in the Sands illuminated advertising screens (5)

Question No: 2017/3789

Shaun Bailey

The area around this roundabout is residential. Are you aware that concerns have been raised regarding the content of the advertising screens being visible in the bedrooms of children living in the locality?

The Mayor

All advertisements on the Transport for London (TfL) estate, including those displayed on digital roadside screens, are assessed to ensure they comply with the TfL Advertising Policy. The policy requires advertisements to be suitable for all audiences. I extended the policy further in June 2016 to ban advertisements that could pressurise people to conform to unhealthy or unrealistic body images.

If local residents have concerns regarding the suitability of any specific advertisement they should contact TfL directly by calling 0343 222 1234 or visiting <https://tfl.gov.uk/help-and-contact/>

Tree planting

Question No: 2017/3790

Shaun Bailey

How many trees have been planted by the GLA, TfL and its partners since you became Mayor?

The Mayor

Since May 2016 I have funded the planting of 41,391 trees in streets, parks and woodlands across London. I achieved this by making available £750,000 for tree planting during the 2016/17 planting season despite the 2016/17 budget I inherited from the former Mayor not including any funds for tree-planting.

In addition to the trees planted directly through the Greater London Authority's grant programmes, a further 45,954 trees have been planted since May 2016 including:

1173 trees planted by TfL (this does not include trees funded through the borough LIP programme for which 2016-17 monitoring figures will be available later this year).

517 trees planted through the GLA's Housing and Regeneration schemes.

44,264 trees planted by key partners in the London Tree Partnership

The GLA currently doesn't hold data related to the number of trees planted by local authorities with their own funding, or trees planted by individual home owners, other public bodies, developers or businesses. We have started to explore whether we could, cost effectively, readily establish this data.

Tree planting (2)

Question No: 2017/3791

[Shaun Bailey](#)

Please provide a breakdown of the times and locations at which trees have been planted by the GLA, TfL and partners since you became Mayor

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Tree planting (3)

Question No: 2017/3792

[Shaun Bailey](#)

How many trees are you aiming to plant in London by 2020?

[The Mayor](#)

I have already embarked on a major tree-planting programme across London to plant thousands of trees. At least 87,000 trees were planted by the GLA, TfL and our key partners during the 2016/17 planting season.

My new £9m Greener City Fund, launched in August, will support projects to plant trees and create and improve green spaces in London. £1m has been made available to fund tree planting during the 2017/18 planting season between December 2017 and March 2018. The fund is currently open for applications and I would encourage community groups, schools, charities and boroughs to apply for funding by 29 September. Further funding will be available in future years.

I am also keen to hear from landowners and managers across the capital who would be willing to make land available for tree planting projects.

Cycling Standards (1)

Question No: 2017/3793

[Shaun Bailey](#)

How much money will TfL spend on improving cycling safety in London this year?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Cycling Standards (2)

Question No: 2017/3794

[Shaun Bailey](#)

How much money will TfL spend on seeking to improve the conduct of the minority of cyclists whose behaviour is unacceptable?

[The Mayor](#)

Improving road user behaviour is a core part of Transport for London's (TfL's) work to reduce road danger. Along with partners, TfL provides a package of integrated education, engagement and enforcement measures to achieve this. Examples of cycling-specific measures include Cycle Skills training and Safe Ride Safe Road, a diversionary course sometimes offered to people caught committing cyclist offences.

It is not possible to disaggregate how much money TfL spends specifically on improving the conduct of cyclists as these measures are predominantly delivered through integrated road danger reduction activities, such as marketing campaigns and roadside enforcement operations like Operation Safeway.

Cycling Standards (3)

Question No: 2017/3795

[Shaun Bailey](#)

What specific measures will TfL introduce with the aim of improving the conduct of the minority of cyclists whose behaviour is unacceptable?

[The Mayor](#)

See answer to MQ 2017/3794.

Cycling Standards (4)

Question No: 2017/3797

[Shaun Bailey](#)

Broken down annually, how many complaints has TfL received about cyclists' behaviour over the last 5 years?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Financial Impacts of ULEZ

Question No: 2017/3798

[Shaun Bailey](#)

Will the Mayor commit to an assessment of the financial impact of the introduction and expansion of ULEZ on businesses located within the zone, and consider support for those businesses affected?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Brick by Brick Petition

Question No: 2017/3799

[Steve O'Connell](#)

What standards of impartiality would you expect from a London borough planning authority in determining planning applications, where the applicant is either their own council or a subsidiary organisation wholly owned by that council, in order to avoid any conflict of interest?

[The Mayor](#)

Planning applications must be decided solely on the basis of their compliance with development plan policies, taking into account any other material planning considerations. The identity of the applicant is not a material planning consideration, and planning authorities must subject planning applications to the same level of scrutiny regardless of who has submitted the application. Any planning decision which is not made in an independent, reasoned and transparent manner would be open to legal challenge.

TfL property (2)

Question No: 2017/3800

Tony Devenish

Does TfL's property and other commercial deals offer the same level of transparency and competitive openness, compared to Network Rail's new commitment?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

TfL is committed to operating in an open and transparent way, in line with its Transparency Strategy.

All of TfL's major development opportunities are competitively tendered either through the Property Partnerships Framework or through a competitive open market sale process. In the rare circumstance where a special purchaser position can be legally justified, a best value sign off is obtained from TfL's advisors prior to entering into any agreement.

TfL publishes the details of all tender opportunities in addition to the details of all agreed contracts worth more than £5,000.

TfL is currently carrying out a public consultation to further improve its transparency in these and other areas. Further details of this consultation are available on the below link:

<https://consultations.tfl.gov.uk/policy/transparency/>.

Co-operation with wider South East

Question No: 2017/3801

Tony Devenish

What specific proposals has the Mayor undertaken in his first 15 months, to work with local authorities and other key stakeholders outside London across the broader South East of England, to achieve quantifiable objectives?

The Mayor

My Deputy Mayor for Planning, Regeneration and Skills has deepened the emerging collaboration arrangements building trust with key Leaders within the Wider South East through the annual Summit and the Political Steering Group. Jointly with our Wider South East partners we are engaging with Government to try and tackle shared barriers to housing delivery as well as strategic infrastructure deficits.

I have also constructively engaged our Wider South East partners in the preparation of the London Plan and kick-started collaboration with willing partners exploring the potential longer-term joint work on housing and employment growth. Specifically, we are working with individual authorities outside London on Housing and Infrastructure bids. We expect quantifiable results from this work in due course.

Public land (1)

Question No: 2017/3802

[Tony Devenish](#)

Given your role in helping to bring forward public land to provide housing in London, do you either support Labour's General Election pledge to sell off public land that was contained in the party's manifesto, or do you support the party's more recent criticism of the sale of public land that was reported on 13 August 2017 in an Independent article titled 'NHS will be selling surplus land for at least 10 years'?

[The Mayor](#)

I want to see the public sector leading by example when it comes to releasing land for homes, particularly genuinely affordable homes, whether that be through direct delivery, procurement or disposal to developers.

Public land (2)

Question No: 2017/3803

[Tony Devenish](#)

Member: Tony Devenish As the number one land banker in London, will you commit to dispose of any land TfL holds which is neither needed operationally nor planned to be developed by TfL by 2024?

[The Mayor](#)

TfL reviews what land is needed operationally on an ongoing basis. I want to see them bring forward land that is surplus or under-utilised as quickly as possible.

Stamp Duty

Question No: 2017/3804

[Tony Devenish](#)

Would the Mayor be happy to support a reduction of stamp duty on London homes worth less than £1 million, in order to help free up the housing market, allow older people to downsize and enable younger Londoners to climb on and up the property ladder?

[The Mayor](#)

The details of any reform to stamp duty would need to be clear before I could comment on them.

Borough planning teams (1)

Question No: 2017/3805

[Tony Devenish](#)

Do you have any plans to assist borough planning teams by helping to provide quality legal support, to improve the speed and quality of processing planning applications in London? If not, would you consider such an approach?

[The Mayor](#)

I am keen to encourage innovation and to promote the sharing of knowledge and resources between public authorities in order to expedite process and deliver cost savings, and through close partnership working by my expert planning team, I want to help support the boroughs in delivering the key priorities for Londoners.

My Affordable Housing & Viability Supplementary Planning Guidance provides, for the first time in London, detailed city-wide guidance to boroughs on the design of affordable housing review mechanisms, in order to assist them in drafting complex and rigorous legal agreements that secure maximum public benefit. Furthermore, alongside publishing the SPG, my planning team has written to all boroughs offering their support in detailed planning discussions, and in the consideration of requests to vary legal agreements.

My expert planning team are keen to explore other ways of offering similar support to boroughs, linked to my key priorities.

Borough planning teams (2)

Question No: 2017/3806

[Tony Devenish](#)

Do you have any plans to assist borough planning teams by helping to support the upgrade of IT platforms, to improve the speed and quality of processing planning applications in London? If not, would you consider such an approach?

[The Mayor](#)

I am keen to encourage innovation and to promote the sharing of knowledge and resources between public authorities in order to expedite process and deliver cost savings.

I am well aware that the upgrade of IT systems is challenging for boroughs given the significant financial pressure that local authorities are under. Whilst I have no specific plans to support the upgrade of IT platforms for London's local planning authorities, I have, on a number of occasions, raised with Government the importance of giving boroughs greater flexibility to set their own planning fee regimes - so that the planning system is resourced to deliver the scale of housing delivery that London needs.

GLA housing funds (1)

Question No: 2017/3807

[Tony Devenish](#)

Further to your announcement in July on the allocation of housing funds, which boroughs bid for funding and which did not?

[The Mayor](#)

See appendix.

GLA housing funds (2)

Question No: 2017/3808

[Tony Devenish](#)

Further to your announcement in July on the allocation of housing funds, which borough funding bids were successful and which were not?

[The Mayor](#)

All boroughs listed in MQ 2017/3807 having bid for funding were successful if receiving allocations.

The MPS' Arts & Antiques Unit (1)

Question No: 2017/3809

[Tony Devenish](#)

Will the Mayor confirm that, once the Grenfell police investigation concludes, the team members seconded from the Met's Arts & Antiques Unit will all return to tackle crime in this multi- billion pound global industry?

[The Mayor](#)

Please see my response to MQ 2017/3572.

The MPS' Arts & Antiques Unit (2)

Question No: 2017/3810

[Tony Devenish](#)

Can the Mayor confirm that the Met's Arts & Antiques Unit will continue to be a fully functional unit throughout his mayoralty? Will he pledge to maintain and not reduce its funding?

[The Mayor](#)

Please see my response to MQ 2017/3572.

The MPS' Arts & Antiques Unit (3)

Question No: 2017/3811

[Tony Devenish](#)

Can the Mayor confirm that the Met's Arts & Antiques Unit will very soon have a new head of unit appointed to the team? When will the appointment be made?

[The Mayor](#)

Please see my response to MQ 2017/3572.

The new Mayoral Adviser on Resilience

Question No: 2017/3812

[Tony Devenish](#)

Toby Harris' report, published in October 2016, repeated the Rockefeller Institute's 100 Resilience Cities recommendation that a new Mayoral Adviser on Resilience be appointed as a "matter of urgency". Given recent terrorist incidents and the Grenfell fire, why is it that, 11 months later, this post has yet to be filled?

[The Mayor](#)

The creation of the new Deputy Mayor for Fire and Rescue role as part of the replacement of LFEPA by the Office of the London Fire Commissioner provides an opportunity to meet this recommendation through including resilience in the scope of the role (as London Resilience is part of the London Fire Brigade). My officials are continuing to push the Home Office to implement this change at the first opportunity. Meanwhile, my team has been in active discussions with the Rockefeller Institute about the proposed Chief Resilience Officer role and are working with the Government's Civil Contingencies Secretariat and others regarding any changes that may be appropriate following the Grenfell Tower fire and other incidents in London this year.

Mouhssin Ismail and Newham Sixth Form College

Question No: 2017/3813

[Tony Devenish](#)

Has the Mayor met with head teacher Mouhssin Ismail, an ex 'magic circle' law partner turned head teacher of Newham 6th form college, who's impressive exam results should be applauded by us all? What specific lessons or best practice can the GLA help to disseminate to other London schools?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

I have not met Mr Ismail, but I am often impressed with the achievements of many exceptional London schools and colleges. The very high proportion of Newham 6th Form College students going on to Russell Group universities in a community with among the highest child poverty rates in the UK, is impressive. Much of my education programme centres on ensuring that the best practice of top achieving schools and teachers is shared across the London school system, whether at my Education Conference, London Education Report and subject knowledge hubs.

It therefore remains deeply disappointing for everyone who has worked so hard in recent years to make London a beacon for education, that the capital's schools are being penalised for success by the Government in its national funding formula changes.

London Borough of Culture

Question No: 2017/3814

[Tony Devenish](#)

The Camden New Journal is reporting Camden is "a shoo- in" and "red hot favourite" to be named London Borough of Culture. Is this yet another case of the Mayor being Mayor for all Londoners so long as they vote Labour?

[The Mayor](#)

No.

Many boroughs have launched a campaign to become the London Borough of Culture. These campaigns include a wide range of events and promotions which have been profiled through local press and social media platforms. We are encouraging all London boroughs to compete for the title and we are delighted to see local authorities actively canvassing support and interest in their boroughs, as they develop their bids.

My Culture team is meeting with every borough to support them in exploring opportunities. The winning boroughs will be scored and assessed against a set of rigorous criteria, which are publicly available.

Highly potent 'skunk'

Question No: 2017/3815

[Tony Devenish](#)

Has the Mayor read the recent Lancet Psychiatry article on 'skunk', where it was reported that a quarter of new cases of psychosis were caused by this highly potent form of cannabis? What practical steps can the Mayor take to tackle such cannabis abuse?

[The Mayor](#)

I share concerns over the growing evidence that links the use of high potency THC cannabis to psychosis and other mental health problems.

My Health Inequalities Strategy, currently out for consultation, commits me to supporting efforts to reduce drug use, especially among young people.

The work of my Healthy Schools London programme supports schools in delivering evidence based drug education to their pupils.

I am also spearheading the Thrive London movement that will bring partners together to improve mental health and well-being across the capital. This work includes addressing the problems of vulnerable people and drug use.

Funding for drugs work sits mainly with local boroughs, supported by Public Health England and national campaigns such as FRANK (the national drug education service). Where opportunities exist I will support their work in reducing the harm drugs cause individuals and London's communities.

Local policing in West Central

Question No: 2017/3816

[Tony Devenish](#)

Can you please provide a ward by ward breakdown of the actual number of police officers allocated in each ward across the City of Westminster, Hammersmith & Fulham and the Royal Borough of Kensington & Chelsea on a certain fixed date, such as 30th June 2017? Please ensure this information is the actual number rather than a theoretical figure that takes no account of vacancies and operational deployments elsewhere

[The Mayor](#)

As shift patterns and resourcing will vary a snapshot of available officers on three different occasions has been provided. The numbers shown are for PC's on duty at this time across Safer Neighbourhoods.

Data is unfortunately not available on a per ward basis, but rather across the Safer Neighbourhood Teams. In the future a break down on a per ward basis will be available.

Wednesday, 26th July 2017 at 19:30pm

City of Westminster	61 PCs
Hammersmith & Fulham	17 PCs
Kensington & Chelsea	25 PCs

Friday, 28th July 2017 at 14:30pm

City of Westminster	77 PCs
Hammersmith & Fulham	35 PCs
Kensington & Chelsea	36 PCs

Sunday, 30th July 2017 at 10:30am

City of Westminster	73 PCs
Hammersmith & Fulham	15 PCs
Kensington & Chelsea	19 PCs

Solar Energy

Question No: 2017/3817

[Tony Devenish](#)

Has your Energy Team read research by Gordon Hughes, a former Professor of Economics at Edinburgh University that solar power costs now run at £22/MWh on average, implying the wholesale energy market paid £38.50/MWh for a service only worth £16.50 to it. Does the

Mayor comprehend such subsidies are often paid for by some of the poorest Londoners and this may well become a bigger problem as renewables grow as a proportion of the energy mix?

The Mayor

This research draws attention to the electricity system costs associated with variable renewable electricity like wind and solar. These system costs are created as grid system operators sometimes need to pay wind farms for example to cease or reduce production, or gas-fired power stations either to increase or decrease their output, to help balance the system and maintain the right voltage and frequency.

The overall cost of solar and other renewables is falling so quickly that even including these system costs, they offer one of the lowest cost forms of new power generation and will help reduce electricity bills. An auction for large scale renewable generation this week awarded contracts to offshore wind projects at prices as low as £57.50/MWh which falls below the cost of new gas generation, and significantly below the cost of Hinkley Point C (strike price £92.50/MWh). Analysis by Imperial College suggests that even with much higher levels of renewables on the network than today, system costs associated with wind will remain below £10/MWh.

Dramatic falls in the cost of technologies that can provide system services like electricity storage should also make integrating higher levels of renewables increasingly economic. There is also significant scope to better control electricity demand, reducing balancing and other system costs. Most solar projects in cities like London are connected to the local distribution network and the power is used locally, reducing electricity losses and decreasing demand on the transmission network and won't therefore significantly increase transmission related costs.

My draft Environment Strategy outlines how London must work with Government to transform our energy infrastructure so that it is smarter, more effectively matching supply and demand. At a more local level my Energy for Londoners (EFL) programme will explore how Londoners can benefit from being flexible in their electricity consumption through smart metered home energy automation, which could incorporate solar power and battery storage.

To further reduce energy bills and help make solar energy in particular a more affordable option for more Londoners we must increase the deployment rates. My draft Solar Action Plan (link below) aims to help do this by buying in bulk through a solar reverse auction, and will enable a diverse range of Londoners to benefit from solar by supporting community solar projects. We will continue to learn from projects that aim to determine how solar technologies could actually help tackle fuel poverty, such as National Energy Action's trials in three north London boroughs.

Congestion Charge expansion

Question No: 2017/3818

[Tony Devenish](#)

In a follow-up to Question No: 2017/3195, can you specifically name what boroughs have shown an interest in having the Congestion Charge extended to their boroughs? What boroughs have you had conversations with regarding this subject?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22/09/2017

Transport for London is talking with boroughs on the range of proposals in my draft Transport Strategy. It would not be appropriate at this early stage to detail the content of individual discussions. There are no plans to alter the geographical area of the existing Congestion Charge zone, and any proposal for a borough-led local congestion charge would be subject to statutory public consultation.

Opposing Heathrow Expansion (1)

Question No: 2017/3819

[Tony Devenish](#)

How is the Mayor seeking to persuade London's MPs to vote against allowing Heathrow to build a third runway?

[The Mayor](#)

Members of Parliament from all parties and parts of the country, have a responsibility to ensure the right airport capacity solution for London and the UK is found. That capacity must support the aviation aspirations of the whole country, without the dire impacts on the environment and public health that would follow from a third runway at Heathrow.

In the autumn, the Transport Select Committee will be scrutinising the Government's National Policy Statement and we will request the opportunity for the Deputy Mayor of Transport to appear on my behalf and present the serious concerns of hundreds of thousands of Londoners about the impacts of a third runway.

In the run up to a vote in Parliament - now expected in spring 2018 - I will engage with MPs to ensure they can make an informed decision which seeks to secure the economic benefits of aviation without severe environmental consequences.

Opposing Heathrow Expansion (2)

Question No: 2017/3820

[Tony Devenish](#)

Can the Mayor update us on how specifically he is opposing Heathrow's expansion?

[The Mayor](#)

I remain committed to opposing a third runway at Heathrow, and will continue to work with like-minded parties to make the case against expansion of Heathrow airport which is the wrong answer for London and for the UK.

I have responded to the Government consultation on its National Policy Statement (NPS). This was underpinned by the analysis undertaken for Transport for London (TfL), which highlights the serious concerns about surface access, air quality and noise in particular. I will also be responding to the supplementary consultation - announced by the Secretary of State on 7 September - on the NPS this autumn, which is to take account of new aviation demand forecasts and the Government's updated air quality plan.

Following my direction, TfL is also providing its support to those local authorities most concerned about Heathrow expansion and who are seeking to challenge the decision. At the same time, TfL is engaging with the Department for Transport on our fundamental concerns.

Tfl Consultation (1)

Question No: 2017/3821

[Tony Devenish](#)

The Mayor promised to be the most transparent Mayor ever. In this spirit, regarding TfL Road Plans for the closure of Westminster Bridge, Parliament Square and Oxford St and changes to Baker St, Lambeth Bridge and Waterloo', has TfL actively considered and or adopted any counter proposals or is this merely "tick box" consultation?

[The Mayor](#)

When TfL has decided how to proceed with a scheme it has consulted on, it publishes a report that includes details of changes made following consultation and a list of stakeholders consulted. TfL often makes changes to schemes following consultation and a wide range of stakeholders, including the emergency services, are routinely consulted, both in the early stages of scheme development and during public consultation.

The consultation reports for the Westminster Bridge, Oxford Street and Parliament Square Cycle Superhighway consultations can be found at www.consultations.tfl.gov.uk. TfL has not yet confirmed how to proceed with the proposed schemes at Lambeth Bridge and Waterloo Roundabout, following the recent closure of those consultations. The Baker Street consultation was led by Westminster City Council, who also jointly led the Oxford Street consultation.

TfL Consultation (2)

Question No: 2017/3822

[Tony Devenish](#)

Was the London Ambulance Service consulted over your six plans to reduce traffic flow in Central London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

Please refer to my answer to MQ 2017/3821.

TfL Consultation (3)

Question No: 2017/3823

[Tony Devenish](#)

Was the Fire Brigade consulted over your six plans to reduce traffic flow in Central London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

Please refer to my answer to MQ 2017/3821.

TfL Consultation (4)

Question No: 2017/3824

[Tony Devenish](#)

Was the Metropolitan Police consulted over your six plans to reduce traffic flow in Central London'

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/11/2017

Please refer to my answer to MQ 2017/3821

Night buses - New Cross Gate to Forest Hill

Public Transport for those with mobility issues (1)

Question No: 2017/3825

[Tony Devenish](#)

Is the Mayor aware that there are many thousands of Londoners with mobility issues who feel unable to use the Tube and who are thus dependent on buses to get around London?

[The Mayor](#)

I am committed to the biggest boost to step-free access on the Underground in the network's history, by investing an additional £200m over the next five years. Along with the Elizabeth line and other station improvements, this will take the total number of step-free stations from 71 to more than 100, or 40 per cent of the network, by 2021/22. All these changes will complement the bus network, which as you point out is the most accessible and convenient mode of transport for many Londoners.

Beyond these infrastructure improvements, Transport for London (TfL) is also improving customer information and staff assistance to enable customers to travel spontaneously and with confidence. For example, all station staff have recently undergone disability equality training to ensure they are able to provide the best possible assistance to customers. When TfL launched the 'Please offer me a seat' programme in April this year, London became the first European city to officially recognise less visible impairments and conditions.

Public Transport for those with mobility issues (2)

Question No: 2017/3826

[Tony Devenish](#)

When will people with mobility issues learn how they can expect to be transported through a pedestrianised Oxford Street?

[The Mayor](#)

It is essential that the needs of people with mobility impairments, and other accessibility requirements, are considered in Transport for London's (TfL's) and Westminster City Council's (WCC's) proposals to transform the Oxford Street district. Many older and disabled people face barriers when using the district, and it is important that TfL and WCC engage with organisations that represent them to provide an accessible and welcoming environment for everyone.

TfL and WCC have appointed an independent accessibility consultant to advise on the impact of any proposals on accessibility to the district and along Oxford Street itself. They will also consider the feasibility of any potential mobility services along Oxford Street. An Equalities Impact Assessment will be undertaken.

TfL and WCC will hold a second consultation in the autumn to seek comments on these proposals.

Bus Network Details

Question No: 2017/3827

[Tony Devenish](#)

The Mayor's Transport Strategy offers no detail on what the Mayor intends to do with the bus network throughout London. Does the Mayor believe this is acceptable?

[The Mayor](#)

Bus travel is the single most-used form of public transport in London. My draft Transport Strategy is clear that only with a high-quality bus network reaching all parts of the capital can we deliver Healthy Streets, a good public transport experience and the new homes and jobs our city needs. There are proposals for network review, vehicle enhancements, casualty reduction and, for the first time in a mayoral Transport Strategy, ambitious plans for the bus priority that is essential to keep buses moving.

Consultation on my Transport Strategy is open until 2 October and I would encourage everyone who wants to see improvements to our bus network to respond.

Of course all of this is dependent on available funding and Transport for London (TfL) is currently developing a revised Business Plan to start delivery of the strategy.

TfL is reviewing the recommendations in the Transport Committee's recent report on the bus network and will respond later in the autumn.

In the meantime TfL constantly reviews the network to ensure it adapts to changing patterns of demand and it will be happy to discuss any aspect of this with you.

North/South Bus Routes

Question No: 2017/3828

[Tony Devenish](#)

Are you aware that the changes TfL has made to North/South routes means that there is now just one bus route which runs from North of Baker St to South of Oxford Circus? Do you have any current plans to rectify this problem?

[The Mayor](#)

The changes to routes 13, 113, 139 and 189, including the corresponding night routes, and the withdrawal of route 82 were introduced on 1 April 2017. Routes 113 and 139 provide connections to Oxford Circus from Finchley Road and Abbey Road, respectively.

These changes were made in response to decreases in passenger demand for services from these areas as well as improvements in services on the Jubilee line. There is sufficient capacity on both routes, which indicates that an additional service would not be good value for money at present. Therefore, there are currently no plans to add another service to either corridor.

I have allocated £200m to bus priority measures across London as Transport for London (TfL) works to grow the number of bus passengers by improving reliability. TfL is re-distributing bus capacity to reflect changing demand patterns, identifying radial corridors and areas of growth where demand is forecast to grow.

Webbs Industrial Estate (2)

Question No: 2017/3829

[Andrew Boff](#)

Which Mayor(s) have issued Mayoral Decision(s) for the purchase of Webbs Industrial Estate for new homes, and on which date(s)?

[The Mayor](#)

Please see my response to MQ 2017/3756.

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Boroughs that bid for funding via the AH 2016-21 programme
City of London
London Borough of Enfield
London Borough of Harrow
London Borough of Havering
London Borough of Hounslow
London Borough of Lambeth
London Borough of Wandsworth
Southwark Council

Boroughs that did not bid for funding via the AH 2016-21 programme
Barking and Dagenham
Barnet
Bexley
Brent
Bromley
Camden
Croydon
Ealing
Greenwich
Hackney
Hammersmith and Fulham
Haringey
Hillingdon
Islington
Kensington and Chelsea
Kingston upon Thames
Lewisham
Merton
Newham
Redbridge
Richmond upon Thames
Sutton
Tower Hamlets
Waltham Forest
Westminster

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