

Written Answers to Questions Not Answered at Mayor's Question Time on 16 November 2017

Public Access Strategy Consultation

Question No: 2017/4268

[Steve O'Connell](#)

Are you satisfied that Londoners were properly consulted regarding your recently published public access strategy?

Oral response

Equal Pay Day

Question No: 2017/4679

[Fiona Twycross](#)

When will we see an end to the need for Equal Pay Day in London?

Oral response

Uber Appeals Process

Question No: 2017/4371

[David Kurten](#)

Are you concerned that Uber is still operating in London during its appeal, even though TfL did not renew their licence?

Oral response

Bus casualty reduction target

Question No: 2017/4308

[Caroline Russell](#)

In your draft Transport Strategy you set a target of reducing the number of people killed in, or by, London buses to zero by 2030. Given your commitment to a Vision Zero approach to road danger reduction, why have you set a target so far in the future?

Oral response

Uber

Question No: 2017/4213

[Andrew Boff](#)

Why did you say that you used Uber when you were campaigning to be Mayor, and then said that you'd never used them when you revoked their licence?

Oral response

Public Space Protection Orders

Question No: 2017/4620

[Onkar Sahota](#)

Ealing council last month overwhelmingly passed a motion to protect the rights of individuals from harassment and intimidation when accessing legally existing health services at the Marie Stopes Clinic and of local residents not to be exposed to related disruption and distress on a daily basis. As a London-wide issue is there a leadership role for the Mayor to play in the use of Public Space Protection Orders for this purpose in other boroughs?

Oral response

ULEZ

Question No: 2017/4267

[Shaun Bailey](#)

Is London prepared for your 2019 start date for the ULEZ?

Oral response

Glass ceiling

Question No: 2017/4430

[Jennette Arnold](#)

What progress has been made during your mayoralty in smashing the 'glass ceiling' for women in London?

Oral response

Everyday sexism

Question No: 2017/4682

[Fiona Twycross](#)

What can you do to tackle everyday sexism in London?

Oral response

Wimbledon Police Station closure

Question No: 2017/4270

[Susan Hall](#)

What is the rationale for closing Wimbledon police station, rather than alternatives such as Mitcham Police Station?

Oral response

Support to victims and survivors of rape and serious sexual assaults

Question No: 2017/4605

[Joanne McCartney](#)

What are the challenges to the Metropolitan Police providing a good level of support to victims and survivors of rape and serious sexual assaults?

Oral response

Rapid electric charging point network

Question No: 2017/4152

[Caroline Pidgeon](#)

What progress has been made in delivering a rapid electric charging point network across London?

Oral response

Domestic abusers register

Question No: 2017/4577

[Len Duvall](#)

What insight has the Mayor gained from his consultation with survivors and partner organisations as part of the violence against women and girls strategy on the merits of a domestic abusers register?

Oral response

Pan-London Housing Reciprocal

Question No: 2017/4457

[Tom Copley](#)

As a voluntary collaboration between local authorities and housing associations, how will you as Mayor encourage all boroughs and housing providers to sign up and fully utilise the Pan-London Housing Reciprocal, and how will you sustain this provision in the long-term?

Oral response

Tube Upgrades

Question No: 2017/4249

[Keith Prince](#)

How much money will TfL save by "pausing" the Jubilee and Northern lines World ClassCapacity programme?

Oral response

Hate Crime

Question No: 2017/4372

[Peter Whittle](#)

I note the article in The Guardian on 16 October 2017, which stated: 'The Metropolitan Police are to stop investigating many lower level crimes as a result of spending cuts, a senior police officer has said. On Monday, it was reported that the UK's largest force would no longer look into many reports of crimes, including burglaries, thefts and assaults, where there was judged to be little prospect of identifying a suspect. The plan has been denounced as a "green light to thief" but the Metropolitan police said it needed to balance the books.' However, on 9 October, I saw a Metropolitan Police Tweet which stated: 'We have 900+ specialist officers across London dedicated to investigating all hate crime.' However, I am not convinced that London's law-abiding populace would endorse the Metropolitan Police's prioritisation of hate crime over burglary, theft and assault. Will the Mayor re-examine the Met's priorities to ensure that it makes the best use of all the resources at its disposal to tackle crime?

Oral response

Violence against women and girls on the transport network

Question No: 2017/4582

[Florence Eshalomi](#)

What is the Mayor doing to clamp down on violence against women and girls on the transport network?

Oral response

Political Advertising Motion

Question No: 2017/4232

[Gareth Bacon](#)

Do you agree with the Assembly's recent motion on political advertising on the London Underground?

Oral question receiving a written response

[The Mayor](#)

This particular advertisement that you refer to was correctly rejected because it contains images and messages which relate to matters of public controversy and sensitivity.

I am committed to ensuring that advertising on Transport for London's estate is appropriate for all Londoners and that TfL is a responsible media owner.

I pledged to take action on inappropriate advertising, and when I became Mayor I asked TfL to set up an independent Advertising Steering Group to give guidance and advice on its Advertising Policy.

London Land Commission

Question No: 2017/4292

[Tony Devenish](#)

Why has the London Land Commission not met since January 2016?

Oral question receiving a written response

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 16/11/2017

The work of officers on the London Land Commission has been ongoing since January 2016, and their efforts are becoming part of a much broader drive by City Hall to play a more active role in the land market in London. The Board meetings, which many felt to have lacked impact, have been discontinued.

Tenancy deposit loans

Question No: 2017/4307

[Sian Berry](#)

What progress have you made in helping private renters by expanding the use of tenancy deposit loans across London?

Oral response

Promoting sexual health

Question No: 2017/4619

[Onkar Sahota](#)

I welcome the Mayor's leadership on tackling HIV and associated stigma in London and whilst I understand that rates of new STIs and incidences of STIs are higher in men than in women (1,623 and 1,069 per 100,000 residents respectively) it is still important to promote sexual health in women. What plans does the Mayor have, as part of his work on health inequalities, pertaining to good sexual health outcomes for women in London?

Oral response

Night buses

Question No: 2017/4576

[Andrew Dismore](#)

Do you recognise that night buses provide an affordable and regular service especially for low paid night workers, for whom the night tube is a more expensive alternative?

Oral response

CS9

Question No: 2017/4272

[Tony Arbour](#)

What should local residents do to persuade you to reconsider the current plans for Cycle Superhighway 9?

Oral response

Fire Brigade funding

Question No: 2017/4525

[Andrew Dismore](#)

Do you consider it would be helpful for all members of the Assembly to support you in your efforts to persuade the Government to help fund the additional costs facing the London Fire Brigade in light of the Grenfell Tower fire?

Oral response

Mental Illness

Question No: 2017/4643

[Navin Shah](#)

Mental illness is often treated as a taboo subject, especially in South Asian communities where people with mental illness are not valued and the illness is treated as a matter of shame, fear and secrecy. What is being done to remove this stigma and change the culture in London?

Oral response

Private Renters and Energy Efficiency

Question No: 2017/4435

[Leonie Cooper](#)

Is the Mayor aware of the danger posed to vulnerable renters in London by private landlords currently being able to self-certify for exemptions from minimum energy efficiency rules (coming into force from next April) if the necessary improvements 'present a cost to landlords'?

Oral response

Healthcare at custody suites

Question No: 2017/4153

Caroline Pidgeon

Forensic Medical Examiners have stated that the provision of healthcare in Metropolitan Police Service custody suites is overstretched and unsafe. What action are you taking to remedy the situation?

The Mayor

Officers are drafting a response which will be sent shortly.

Custody suite healthcare - Forensic Medical Examiners (FMEs) (1)

Question No: 2017/4154

Caroline Pidgeon

Please provide details for the number of full time equivalent FMEs that the Met employed for the years 2012/13, 2013/14, 2014/15, 2015/16, 2016/17.

The Mayor

Forensic Medical Examiners (FMEs) provide an essential service to the Met as part of their broader custody healthcare model. FMEs are not employed by the MPS, they provide their services under contracts and as such, they can work as many or as few hours as they wish to fit in with whatever other employment / commitments they may have. The MPS cannot influence this.

Total FME numbers

2012/13	95
2013/14	84
2014/15	86
2015/16	91
2016/17	89

Custody suite healthcare - Forensic Medical Examiners (FMEs) (2)

Question No: 2017/4155

[Caroline Pidgeon](#)

Please state the average number of people in custody that each FME was responsible for in the years 2012/13, 2013/14, 2014/15, 2015/16, 2016/17.

[The Mayor](#)

The Met's custody healthcare model includes both Forensic Medical Examiners (FMEs) and Custody Nurse Practitioners. It is not possible, however, to differentiate within the custody records between detainees seen by an FME or a CNP.

The data indicates that about a third of detainees see a healthcare professional whilst they are in custody. Since 2012/13 there has been a reduction of 21.8% in the number of detainees requiring healthcare assessments.

The table in Appendix 4155 shows the number of detainees seen by a Healthcare Professional (FME / CNP), over the period shown.

Temporary protective barriers on London's bridges

Question No: 2017/4156

[Caroline Pidgeon](#)

Please provide a timeframe for when the temporary barriers placed on eight bridges in London following the London Bridge attack will be replaced by more suitable, safer, long-term alternatives.

[The Mayor](#)

Officers in MOPAC are working with partners to help co-ordinate activity so that this can be achieved in the most expeditious and cost effective way. They have already ensured that the temporary barriers are configured in a manner that provides for safety from attack while reducing impact on pedestrians, cyclists and other road users.

London Housing Strategy - Controlling Migration Fund

Question No: 2017/4157

[Caroline Pidgeon](#)

Your London Housing Strategy states that there is £20million available to local authorities through the Controlling Migration Fund. Please clarify whether the funding has been provided to the councils and over what timeframe the funding is made available to councils.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 16/11/2017

The Controlling Migration Fund is administered by the Department for Communities and Local Government (DCLG).

Telephone Digital Investigation Unit (TDIU)

Question No: 2017/4158

[Caroline Pidgeon](#)

Recent failings at the TDIU led to a constituent having to call 999 three times before a police officer attended a burglary scene. The Met has admitted fault, but what oversight process is in place to ensure that similar mistakes are not repeated?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

It is clearly important that calls from the public are properly dealt with and this incident was clearly not good enough.

I know that the MPS does have in place various processes to ensure that calls from members of the public are handled effectively and efficiently, both on receipt, through supervision and quality assurance processes.

The Met constantly review its call handling processes and ensures that any learning is taken forward. Performance in this area is monitored by officers in MOPAC.

Additional Dedicated Ward Officers (DWO)

Question No: 2017/4159

[Caroline Pidgeon](#)

MOPAC's most recent Quarterly Performance Update stated that there are an additional 448 DWOs available for the busiest wards. Please provide details of each of the wards that receive/will receive extra DWO provision and the extent of that provision.

[The Mayor](#)

As per my commitment in the Police and Crime Plan (PCP) every ward in London will have at least two Dedicated Ward Officers (DWOs) and one Police Community Support Officer (PCSO).

The additional ward officers referred to in the Quarterly Performance Update are made possible by the changes to the way local policing is delivered through the Basic Command Unit (BCU) model. As such the East and Central North BCUs are benefitting from an additional 33 Dedicated Ward Officer posts each.

The specific arrangements for how the officers are deployed is subject to MPS discussions with the local Council and they may either be attached to a particularly busy ward to increase their DWO complement or formed into flexible teams that can be deployed across a range of wards to tackle specific problems.

Enhance Digital Policing for 2020 programme - forecast overspend

Question No: 2017/4160

[Caroline Pidgeon](#)

MOPAC's most recent Quarterly Performance Update showed that the Met's Enhance Digital Policing for 2020 programme is forecasted to overspend by £20million over the course of the year. Why is this?

[The Mayor](#)

Since the start of the financial year there has been a need to rebalance between programmes in the Digital Policing capital programme, whilst maintaining the overall expenditure within the agreed budget.

This reflects decisions to increase spending on certain programmes compared to the earlier budget, for example the Datacentre Exit and Networks projects. This has been accommodated by reducing or re-profiling spend elsewhere. The budget figures were not updated for the Q1 report, but the forecast showed the latest expected spend at the time.

Budget figures will be updated in due course.

Metropolitan Open Land (MOL) - Twickenham Stadium

Question No: 2017/4161

[Caroline Pidgeon](#)

Constituents have raised concerns about proposals to remove MOL status for a site near Twickenham stadium. Will you intervene to prevent this from happening? If not, why not?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Police numbers - vacancies

Question No: 2017/4162

[Caroline Pidgeon](#)

How many PCSO, Police Constables, Inspector and Sergeant budgeted numbers and current vacancies are there in each safer neighbourhood team?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Homicide and Serious Crime Unit

Question No: 2017/4163

[Caroline Pidgeon](#)

Please provide the number of dedicated officers, number of dedicated staff, and the dedicated funding for the Homicide and Serious Crime Unit (SCO1) for the year 2016/17.

[The Mayor](#)

On the 31 March 2017 the strength of officers and staff within Homicide and Serious Crime Unit (SCO1) was:

Police officers	593
Police staff	170

The budget for Homicide and Serious Crime Unit (SCO1) for the year 2016/17 was £52,924k.

The Sexual Offences, Exploitation and Child Abuse Unit

Question No: 2017/4164

[Caroline Pidgeon](#)

Please provide the number of dedicated officers, number of dedicated staff, and the dedicated funding for the Sexual Offences, Exploitation and Child Abuse Unit for the years 2012/13, 2013/14, 2014/15, 2015/16, 2016/17.

[The Mayor](#)

The Sexual Offences & Exploitation Unit was created in 2014/15 from an amalgamation of the previous 'Rape & Serious Sexual Assaults' and 'Child Abuse Investigation' commands.

Officer, staff and budget data from 2014/15 to 2016/17 are provided in the table below:

Financial Year	Officers	Staff	Budget (£k)
2014/15	980	130	£63,284k
2015/16	1,137	124	£72,061k
2016/17	1,177	112	£83,311k

Basic Command Units (BCUs) - Key performance indicators (1)

Question No: 2017/4165

[Caroline Pidgeon](#)

You have stated that one of the specific criteria for BCU effective operational delivery is an acceptable level of emergency response performance. What constitutes an acceptable level?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Basic Command Units (BCUs) - Key performance indicators (2)

Question No: 2017/4166

[Caroline Pidgeon](#)

Will you press ahead with your BCU programme if emergency response performance is below the Met average?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Basic Command Units (BCUs) - Key performance indicators (3)

Question No: 2017/4167

[Caroline Pidgeon](#)

You have stated that one of the specific criteria for BCU effective operational delivery is an acceptable level of safeguarding detection rates for sexual assault, child cruelty and domestic violence. What constitutes an acceptable level?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Basic Command Units (BCUs) - Key performance indicators (4)

Question No: 2017/4168

[Caroline Pidgeon](#)

Will you press ahead with your BCU programme if safeguarding detection rates fall in the BCU pathfinder areas?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

TfL budgeted police services (1)

Question No: 2017/4169

[Caroline Pidgeon](#)

What would be the total cost to the Met to provide TfL with the same number of officers stated in TfL's current agreement with the British Transport Police (BTP)?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 16/11/2017

It is not possible to make a simple comparison between the MPS and the BTP costs to TfL. The BTP provides a specialist policing service to the rail industry and has a different scope, responsibility and funding base to Home Office police forces.

Police officer pay rates - which form the majority of costs charged to TfL for policing services - are broadly consistent between the two organisations. There is some difference between overhead charges, assets and operating support costs due to the different operational models of the two organisations.

TfL budgeted police services (2)

Question No: 2017/4170

[Caroline Pidgeon](#)

What underspend has there been in TfL's police service budget, due to the BTP's inability to match the provision of police officers stated in their agreement with TfL? Please provide the relevant figures for the fiscal years of 2012/13, 2013/14, 2014/15, 2015/16, 2016/17.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

TfL budgeted police services (3)

Question No: 2017/4171

[Caroline Pidgeon](#)

What happens to the money that TfL saves because of the BTP's inability to match the police officer numbers stated in their agreement? Please explain whether the money is rolled over into the next financial year, whether TfL's following year's police budget is reduced in line with the underspend, or whether the saved money is used for security projects on the TfL network.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Spider maps

Question No: 2017/4172

[Caroline Pidgeon](#)

What is TfL's policy for ensuring that Spider maps are kept updated at all bus stops?

[The Mayor](#)

TfL updates Spider maps each time there is a permanent change to the bus service.

There are 900 different versions of the maps. Since January 2017 TfL has updated 585 maps on around 5,000 shelters.

Speed cameras

Question No: 2017/4173

[Caroline Pidgeon](#)

What action are you taking to ensure that local London councils are able to deploy speed cameras in suitable locations?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 16/11/2017

In my draft Transport Strategy I committed to delivering a Vision Zero approach to road danger reduction. TfL is currently developing the programme to achieve the Vision Zero ambition and London's safety camera network will play a key role in this, continuing to help prevent a significant number of deaths and serious injuries each year.

London's safety camera network is funded, operated and maintained by TfL, and enforced by the Metropolitan and City of London Police services. As part of Vision Zero, TfL will work with the boroughs to expand the safety camera network across London to include high-risk locations on borough roads.

However, safety cameras are only one of the solutions available to prevent casualties. TfL will continue to support boroughs by providing data on locations of most concern, and through Local Implementation Plan funding.

Uber - National register of licence revocations

Question No: 2017/4174

[Caroline Pidgeon](#)

Do you agree that there should be a national register of licence revocations and refusals to ensure that council decisions are communicated nationwide?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Holloway road - rat runs

Question No: 2017/4175

[Caroline Pidgeon](#)

Tail backs around Holloway Road traffic lights at Archway has encouraged motorists to use local rat-runs. What action are you taking to improve this situation?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 16/11/2017

Recent changes have been made to the traffic light timings on Holloway Road at Archway to increase the amount of green time given to northbound traffic.

In addition, TfL is installing the infrastructure required to improve the junction. Once completed, this will provide a real time adaptive traffic signal system that can automatically adjust the amount of green time given to vehicles to reflect demand. Vehicle volumes on side roads will also be monitored and the results reviewed in partnership with Islington Council, with mitigating measures considered if necessary

Remote working incentivisation

Question No: 2017/4176

[Caroline Pidgeon](#)

Would you support businesses in London in incentivising remote working, as a means to reducing the congestion?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Sexual offences - prosecutions

Question No: 2017/4177

[Caroline Pidgeon](#)

The increase in the number of sexual offence reports, coupled with the fall in the number of sanction detection rates for sexual offences, is a huge cause of concern. What action are you taking to improve the situation?

[The Mayor](#)

I have prioritised rape and sexual violence in the Police and Crime Plan and will continue my investment in vital rape crisis provision. I appreciate the bravery and strength of the women and men who come forward to report, and understand and support those who do not feel ready to do so.

I want to understand what these increases in reports indicate. I will be working with partners to look beneath crime statistics so that we can say with much greater certainty what the changes in these figures mean.

There are a number of reasons as to why a case may not reach court, including the victim's readiness to engage with the criminal justice process, evidential difficulties and rape/serious sexual offences being some of the most complex crimes to investigate.

Police and MOPAC staff continue to work with key partners including the Crown Prosecution Service to look at how to improve Ministry of Justice outcomes. This work includes a review of processes and engaging with key partners to improve performance. Engagement and scrutiny takes place in many different forums including the London Rape Scrutiny Panel and the Rape Reference Group. The police also work with key partners to ensure victims are safeguarded and that they are referred to agencies where they can receive the appropriate level of care and support.

Idling

Question No: 2017/4178

[Caroline Pidgeon](#)

What action are you taking to encourage motorists to stop their engines from idling?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Draft guidance for ride sharing (1)

Question No: 2017/4179

[Caroline Pidgeon](#)

TfL's Taxi and Private Hire Action Plan 2016 stated TfL would develop initial draft guidance for ride sharing using licensed taxi and private hire vehicles. Has TfL developed and shared this guidance with the Department for Transport?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Draft guidance for ride sharing (2)

Question No: 2017/4180

[Caroline Pidgeon](#)

When will TfL make this guidance available to Londoners using licensed taxi and private hire services where the ride is shared?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Uber Pool

Question No: 2017/4181

[Caroline Pidgeon](#)

Do you agree that TfL is right to refuse to disclose details of risk and safety assurances regarding UberPool that were received from Uber?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Uber

Question No: 2017/4182

[Caroline Pidgeon](#)

Nearly two years after the launch of Uber Pool will you now direct TfL to disclose full details of the due diligence it conducted? Will you share this information with drivers and passengers?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Night flights

Question No: 2017/4183

[Caroline Pidgeon](#)

Would you be in favour of creating an 8 hour night time flight free window at London airports?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

I am greatly concerned by the public health impacts of night flights. The Defra Noise Policy Statement for England recognises the sleep disturbance that results from night flights and that this can give rise to adverse health effects.

The Government recognises the night period as the 8 hours between 11pm and 7am. London City Airport is broadly aligned with this and is not legally permitted to operate scheduled flights between 10pm and 6.30am. By contrast, Heathrow Airport exposes significant numbers of Londoners to night noise and the airport should be taking steps to reduce that. Its expansion proposals instead threaten to dramatically increase the number of people exposed.

Under its expansion scheme, Heathrow Airport proposes prohibiting scheduled flights between 11.30pm and 5.30am - but without restrictions after that. This would mean an increase in night flights between 5.30am and 7am. This could entail 140% more night flights compared to today. This is unacceptable and I have raised this issue with the Government as part of its consultation process on Heathrow expansion. I will continue to do so on behalf of Londoners.

City Airport - aircraft size limit

Question No: 2017/4184

[Caroline Pidgeon](#)

Will you ensure that City airport does not allow unsuitably large aircraft to operate on its premises? What protections will you put in place to ensure that this is the case?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

The length of the runway at City Airport is fixed and this will not change under the City Airport Development Plan which is underway. This effectively limits the size of aircraft which can use the airport.

Aircraft using the airport are also subject to various noise, weight and other performance restrictions. Any proposals for the use of new aircraft types at the airport must demonstrate to the London Borough of Newham that these criteria are met.

EU citizens working for the Metropolitan Police Service

Question No: 2017/4185

[Caroline Pidgeon](#)

What is the number of employees working for the Metropolitan Police Service who do not hold UK citizenship but are EU citizens?

[The Mayor](#)

The numbers of individuals who are Non British EU Nationals for each aspect of the workforce are shown in the table below:

Police Officers	Police Community Support Officers	Civil Staff	Special Constabulary
769	51	225	189

EU citizens working for Transport for London

Question No: 2017/4186

[Caroline Pidgeon](#)

What is the number of employees working for Transport for London who do not hold UK citizenship but are EU citizens?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 16/11/2017

TfL does not hold an exhaustive and accurate central record of the number of employees who are EU citizens and do not hold UK citizenship.

International flights taken by TfL staff

Question No: 2017/4187

[Caroline Pidgeon](#)

What is the total expenditure by TfL staff on international travel in (1) 2015, and (2) 2016.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Cars for NPCC officers

Question No: 2017/4188

[Caroline Pidgeon](#)

What was the revenue budget for cars allocated to NPCC officers in (1) 2015 - 16, (2) 2016 - 17, and the forecast for 2017 - 18. Please provide a breakdown of the costs covering insurance, fuel, maintenance and staffing.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Cars for NPCC officers

Question No: 2017/4189

[Caroline Pidgeon](#)

What was the capital budget for cars allocated to NPCC officers in (1) 2015 - 16, (2) 2016 - 17, and the forecast for 2017 - 18.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Costs of flights and hotels

Question No: 2017/4190

[Caroline Pidgeon](#)

What is the cost of (1) flights, and (2) hotels for MPS officers for 2015 - 16, 2016 - 17, and 2017 - 18 to date. Please also break down the costs for the flights for each year by first class, business and economy.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Cost of surveillance flights

Question No: 2017/4191

[Caroline Pidgeon](#)

Please state what was the cost in (1) 2015 - 16, and (2) 2016 - 17 of the use of planes that are used by the Metropolitan Police Service for surveillance work.

[The Mayor](#)

I support the view of the Metropolitan Police that for operational security reasons responding to this question could compromise national security and the Service's ability to protect the public and the prevention and detection of serious crime within the UK.

Police Officer numbers

Question No: 2017/4192

[Caroline Pidgeon](#)

How have you calculated that police officer numbers will fall to below 27,500 by 2021 as set out in your press release of 30th October 2017? Please provide a full breakdown of your calculations.

[The Mayor](#)

The current funding arrangements mean the Met will have to find £400m in savings by 2021. I am working hard with Commissioner Dick to deliver the transformation which will contribute to these and we can get some of the way while protecting officer numbers, but there will still be a budget gap. As the Commissioner has said herself "I find it incredible to think that anybody would think that over the next four or five years we should lose that much extra out of our budget".

Without the government resolving the police funding crisis and providing real terms increases at the Autumn Budget, delivering savings on this scale could require officer numbers to fall. Based on detailed workforce modelling this could be a fall to around 27,500. I continue to lobby Government to fund London policing to the level needed to keep London safe.

Diesel Particulate Filters

Question No: 2017/4193

[Caroline Pidgeon](#)

What steps will you take to tackle the thousands of diesel vehicles estimated to be driving without particulate filters? Will you increase random checks?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Traffic delays near Lambeth North

Question No: 2017/4194

[Caroline Pidgeon](#)

There are serious issues delaying buses and other vehicles at the junction of Westminster Bridge Road, Baylis Road and Kennington Road. Will you instruct TfL officers to look at installing a yellow box covering the whole of the junction which would prevent many of the current problems which cause serious delays and frustrations for all road users?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Heart of Russia tube train

Question No: 2017/4195

[Caroline Pidgeon](#)

Whilst understanding that the 'Heart of Russia' themed tube train is focused on highlighting Russian cultural achievements, a constituent has raised concerns about whether running the train is appropriate, given the Russian government's record on human rights. What is your opinion and were you consulted about this?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

TfL agreed to a request for support from the British Council in relation to its partnership with the Moscow Metro. As part of the British Council's campaign to raise cultural awareness, one of TfL's trains has been 'wrapped' with images from Russian art and culture. I understand that a second branded train, dedicated to British science and education, is due to launch in Moscow later this year.

The images used on the TfL train were assessed to ensure they complied with the TfL Advertising Policy. No costs have been incurred by TfL as a result of this campaign.

Edgware Road aggregate transfer site

Question No: 2017/4196

[Caroline Pidgeon](#)

Under the Brent Cross Cricklewood Development, there is a proposal for a large-scale rail freight facility handling aggregate. This would affect nearby residential streets with dust and noise from the facility and mean more HGVs on Edgware Road. As the development would affect more than one London borough, will you issue a direction that you will become the local authority for the application?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

European Investment Bank (1)

Question No: 2017/4197

Caroline Pidgeon

Please set out how much lending TfL has secured from the European Investment Bank in (1) 2014/2015, (2) 2015/2016 and (3) for the months so far within 2017/2018.

The Mayor

TfL has eight loan agreements with the European Investment Bank (EIB), for a total amount of £3,635m. Two of these agreements have been entered into since 2014/15: TfL secured an £85m loan facility in October 2014 to support the London Overground upgrade, and a £1bn loan facility in June 2015 to support London Underground upgrades and cycling infrastructure. No further facility has been entered into since then.

The funds available under the loan facilities can be drawn down over a number of years. A total of £2,935m has been drawn down to date. In particular, £100m has been disbursed in 2014/15, £85m in 2015/16, £500m in 2016/17, and £300m in 2017/18. There is a further £500m fixed for drawdown in 2017/18, and £100m in 2018/19. There is also £100m left to be fixed under the June 2015 facility, for drawdown any time prior to its expiry in June 2020.

As at 8 November 2017, TfL's outstanding debt with the EIB amounts to £2,756m as some of the loans have started amortising.

European Investment Bank (2)

Question No: 2017/4198

Caroline Pidgeon

What estimate has TfL made of the potential increased cost of borrowing if it is unable to access funding from the European Investment Bank?

The Mayor

The European Investment Bank (EIB) is one of a number of borrowing sources for TfL, which currently include the capital markets, financial institutions such as Export Development Canada, and the Public Works Loan Board (PWLB). TfL manages its borrowing to combine flexibility, security of access to funds, diversity of funding sources and value for money. As such, TfL looks to secure a wide range of borrowing sources.

With £2,756m of EIB debt currently outstanding, and another £700m available for drawdown over the next three years, TfL is still able to benefit from the competitive lending rates provided by the EIB.

The potential cost of losing access to EIB financing in future years would depend on a number of factors including market conditions, TfL's borrowing requirement, available sources of funding, and relevant lending rates at the time, and cannot be calculated reliably. TfL plans to maintain access to the borrowing sources currently available to it in order to continue securing efficient financing, capped at the PWLB rate.

European Investment Bank (3)

Question No: 2017/4199

[Caroline Pidgeon](#)

What estimate has TfL made on the impact on future capital investment projects, such as Crossrail 2, if it is unable to access borrowing in the future from the European Investment Bank?

[The Mayor](#)

TfL can borrow from a range of financing sources including the capital markets, export credit agencies, the European Investment Bank (EIB) and the Public Works Loans Board (PWLB). TfL always aims to secure its borrowing from the most efficient source available to it at the time. Over the years, different sources - and not always the EIB - have proven to be the most efficient, and it is expected that this will continue to be the case in the future. Efficiency is driven by factors like market conditions, exchange rates and credit considerations.

A single source of financing can also not be relied upon to fulfil TfL's entire borrowing requirement for capital projects, due to each financing source's specific constraints. TfL considers the EIB to be an important financing option for capital projects, but it does not expect future capital investment to be impacted by the potential loss of access to EIB financing.

Greater powers for the TfL Commissioner

Question No: 2017/4200

[Caroline Pidgeon](#)

Dame Margaret Hodge's review of the Garden Bridge project raised concerns that the TfL Commissioner had too much delegated authority and that this had undermined accountability. However, the review of the Commissioner's powers by the TfL Board has concluded that he should be given more power. Do you agree with this position?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Russia Today advertising on TfL sites (1)

Question No: 2017/4201

[Caroline Pidgeon](#)

RT (formerly Russia Today) has a series of controversial adverts on TfL sites across London. TfL's policy allows it to refuse permission to adverts containing 'images or messages which relate to matters of public controversy or sensitivity'. Do you agree that these adverts should not have been permitted, particularly given that RT is funded by the Russian government?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

I want to ensure that advertising on TfL's estate is appropriate for all Londoners and that TfL acts responsibly as a media owner. All advertisements submitted to TfL are assessed against the TfL Advertising Policy and must meet strict criteria before being approved.

RT is licensed to operate in the UK by Ofcom but, in light of the controversy surrounding RT, I have asked TfL to look again whether the ads could have breached the existing policy and if the advertising policy needs updating to address this kind of deliberately provocative advertising in the future.

Russia Today advertising on TfL sites (2)

Question No: 2017/4202

[Caroline Pidgeon](#)

How much did RT pay TfL for the adverts?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

RT recently commissioned three advertising campaigns on TfL's estate. Whilst the amount paid is commercially sensitive, I can confirm that TfL's standard 'rate card' value for the three campaigns is £310,000.

Edmonton Green station (1)

Question No: 2017/4203

[Caroline Pidgeon](#)

Abellio Greater Anglia's timetable for next year shows an intention to stop running trains to Edmonton Green station, despite it being required by its franchise. This would put great pressure on London Overground services operating at that station and services in the Enfield and Tottenham areas generally, which have seen a huge growth in passengers in recent years. Will you write to the Secretary of State requesting he directs AGA to stick to the franchise requirements?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

Greater Anglia currently has two trains per hour calling at Edmonton Green station at peak times. Greater Anglia has confirmed to TfL that it plans to continue calling at Edmonton Green station next year.

In the longer term, Greater Anglia will review its timetable to accommodate the introduction of new and longer trains in line with its franchise agreement. I have asked TfL to put this longer-term issue on the agenda for its regular meetings with Greater Anglia.

Edmonton Green station (2)

Question No: 2017/4204

[Caroline Pidgeon](#)

The transport impacts of AGA's trains not stopping at Edmonton Green would also undermine regeneration in Tottenham and Enfield. Will you ask TfL to provide information, such as rail modelling, of what the effects could be, including on the PTAL?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

Please see my response to MQ 2017/4203.

Edmonton Green station (3)

Question No: 2017/4205

[Caroline Pidgeon](#)

One reason given for the plan to cease AGA's services at Edmonton Green is that longer trains will be running on the service and the platform at Edmonton Green is too short. Would selective door opening be feasible, and are there steps TfL would need to take to facilitate this?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

Greater Anglia would have to look into the feasibility of doing this, if required, from 2019 onwards at Edmonton Green station, and seek approval through the usual rail industry processes.

TfL Publishing International Bus Benchmarking Group Data

Question No: 2017/4206

[Caroline Pidgeon](#)

Further to Questions 2017/0468 (20 Feb 2017), 2017/1687 and 2017/1968 (22 March 2017) I note that, on 13 July 2017, TfL published an anonymised version of a single bit of IBBG Data on the bottom-third of page 17 of Item 12 in a report made to its Customer Service and Operational Performance Panel. Does this action qualify as fulfilment of your agreement to my three requests that IBBG Data be published in 'anonymised form so that London's performance can be compared with other cities'?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 16/11/2017

TfL will publish the 2017 presentation on London's performance compared with other cities online by the end of this year, with presentations back to 2012 to be published shortly after, fulfilling my agreement to publish the international Bus Benchmarking Group data.

Time Allotted by Bus Contractors for Vehicle First Use Checks and Vehicle Handover Checks

Question No: 2017/4207

[Caroline Pidgeon](#)

A Review of Bus Driver Duty Cards and a Bus Company Operating Agreements reveals that, over the years, the paid time allotted by TfL for First Use Checks at the beginning of a bus driver's shift and Vehicle Handover Checks at the end of a bus driver's shift has shrunk by a third (5 minutes). What evidence can you provide to show that 10 minutes is sufficient paid time to allow for a bus driver to sign in, find the bus, conduct a walk around check, report any issues and then leave the bus garage? Similarly, what evidence can you provide to show that 10 minutes is sufficient paid time to allow a bus driver to return the vehicle to the garage and file a Vehicle Defect Card?

[The Mayor](#)

There has been no change to the walk-around check that drivers are statutorily required to make at the beginning of a shift.

The bus network going cash free on 1 July 2014 has removed the risk of carrying money and no longer requires drivers to pick up cash boxes at the start of their day or cash up before finishing work. This change has reduced the time drivers need to get ready at the beginning and end of a shift.

TfL is not aware of any issues that have been raised around vehicle checks. If the time allocated by bus operators were not sufficient, this would be highlighted in staff representative forums with operators, TfL's monthly independent monitoring checks of the fleet, and the yearly MOT.

TfL Reports on Bus Passenger Decline

Question No: 2017/4208

[Caroline Pidgeon](#)

Two stories written by the former Cycling Commissioner Andrew Gilligan published recently in The Times allude to TfL analyses which attributes the decline in Bus Passenger numbers to customers choosing to travel by Private Hire Vehicle. Are you aware of this analysis and, if so, could you please publish?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Bus Safety - Major Incident Investigations: Monthly Lessons Learned Reports for 2016 and 2017

Question No: 2017/4209

[Caroline Pidgeon](#)

Section 5 of a 30th June 2016 paper titled 'Bus Safety Programme' presented to TfL's Safety, Sustainability and Human Resources Panel mentions TfL's intention to publish a monthly "Major Incident Investigation: Lessons Learned" report for distribution by TfL to its contracted Bus Operators. Please provide a copy of each available monthly "Major Incident Investigation: Lessons Learned" report issued by TfL from July 2016 through to September 2017.

[The Mayor](#)

TfL is producing monthly reports for its bus operators so the full lessons from major incidents can be shared and learned from. As individuals can be identified from such information, the details will not be shared in the public domain.

Instead, TfL publishes high-level incident details for all fatalities associated with the operation of London's bus network on its website at <https://tfl.gov.uk/corporate/publications-and-reports/bus-safety-data>.

Unlawful plying for hire in Twickenham

Question No: 2017/4210

[Caroline Pidgeon](#)

I understand that on match days or at other big events held at Twickenham Stadium, private hire vehicles routinely tout for business in the Twickenham area that are licenced by Elmbridge local authority. What steps do TfL compliance officers take to crack down in unlawful plying for hire in the Twickenham area?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Bakerloo line extension

Question No: 2017/4211

[Caroline Pidgeon](#)

TfL's website states it intends to respond to the consultation on the Bakerloo line extension 'later this year'. Are you still committed to this schedule?

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[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Flying Pollinators

Question No: 2017/4212

[Andrew Boff](#)

What measures will be incorporated into the London Plan to assist in reversing the decline of flying pollinators.

[The Mayor](#)

Pollinator decline is a national trend resulting largely from the intensification of agriculture. Urban areas have seen less steep declines in more common species because of less pesticide use and large areas of forage available in suburban gardens.

The draft London Environment Strategy indicates that the new London Plan will include policies to protect biodiversity and the core network of Sites of Importance for Nature Conservation (SINCs). It will also promote further greening of the built environment through features such as green roofs which provide important areas of habitat for bees and other pollinators. These will contribute to reversing the decline of these pollinators.

Other measures to promote biodiversity are set out in the draft London Environment Strategy including proposals to provide advice to parks managers and the public on how to improve the ecological value of amenity green space, including gardens.

High Potency Cannabis

Question No: 2017/4214

[Andrew Boff](#)

The "Street Lottery" report by VolteFace has called for the regulation of Cannabis due to its harmful effects on the mental health of users, especially young people. What is your reaction to the report's conclusions and how might regulation be achieved in London?

[The Mayor](#)

I am thankful to VolteFace for investigating this subject and for producing this report addressing the issue of cannabis use amongst young people head on. Ensuring the safety and wellbeing of young people in London is a priority in my Police and Crime Plan. I am committed to safeguarding vulnerable young people from the harmful effects of drugs and am clear in my expectation that the MPS should take strong enforcement action against those who deal drugs on our streets, with a particular focus on those who target or exploit young people.

Pride in London

Question No: 2017/4215

[Andrew Boff](#)

Were you the first Mayor of London to lead Pride?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

Please see my response to MQ 2017/4378.

London Plan

Question No: 2017/4216

[Andrew Boff](#)

When will you be publishing the draft London Plan?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

SHLAA (1)

Question No: 2017/4217

[Andrew Boff](#)

Can you confirm that the GLA's 2017 Strategic Housing Land Availability Assessment (SHLAA) has been completed?

[The Mayor](#)

Yes the SHLAA exercise has been completed.

SHLAA (2)

Question No: 2017/4218

[Andrew Boff](#)

When will you be publishing the GLA's 2017 Strategic Housing Land Availability Assessment (SHLAA)?

[The Mayor](#)

The SHLAA will be published alongside the London Plan and the Strategic Housing Market Assessment (SHMA), as is customary, in late November.

SHMA (1)

Question No: 2017/4219

[Andrew Boff](#)

Can you confirm that the GLA's 2017 Strategic Housing Market Assessment (SHMA) has been completed?

[The Mayor](#)

Housing Market Assessment (SHMA), is complete. The full SHMA report is being prepared for publication, as is customary, along with the draft London Plan and Strategic Housing and Land Availability Assessment (SHLAA).

SHMA (2)

Question No: 2017/4220

[Andrew Boff](#)

When will you be publishing the GLA's 2017 Strategic Housing Market Assessment (SHMA)?

[The Mayor](#)

As is customary, the SHMA will be published alongside the draft London Plan and the Strategic Housing and Land Availability Assessment (SHLAA). This will be in late November.

Housing (1)

Question No: 2017/4221

[Andrew Boff](#)

When do you expect to start delivering 64,935 homes a year in London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Housing (2)

Question No: 2017/4222

[Andrew Boff](#)

How many of the 64,935 homes a year in London will be affordable?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Housing (3)

Question No: 2017/4223

[Andrew Boff](#)

How many of the 64,935 homes a year in London will be family homes?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Housing (4)

Question No: 2017/4224

[Andrew Boff](#)

How many GLA-funded affordable homes do you expect to be started within the current financial year?

[The Mayor](#)

The GLA expects affordable housing starts in 2017/18 to be at least 12,500.

Affordable Housing (1)

Question No: 2017/4225

[Andrew Boff](#)

You recently mentioned a need for 65% of new homes to be affordable. How do you intend to deliver this?

[The Mayor](#)

The need for 65% of new homes to be affordable is a finding of the Strategic Housing Market Assessment (SHMA) developed as part of the evidence base for my new London Plan. My new London Plan will seek to meet this need as far as is possible and viable, and so it will my strategic target for 50% of all new homes to be affordable.

Affordable Housing (2)

Question No: 2017/4226

[Andrew Boff](#)

Are you intending to put a 65% affordable housing target in the London Plan?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Operation Lanhydrock (1)

Question No: 2017/4227

[Andrew Boff](#)

How many people who sell sex have been charged as a result of Operation Lanhydrock?

[The Mayor](#)

No criminal charges have been made with regard to prostitution as a result of Operation Lanhydrock.

Operation Lanhydrock (2)

Question No: 2017/4228

[Andrew Boff](#)

What convictions have taken place as a result of Operation Lanhydrock?

[The Mayor](#)

As a result of Operation Lanhydrock one conviction was made contrary to Section 5(1)(b) of the firearms act.

Operation Lanhydrock (3)

Question No: 2017/4229

[Andrew Boff](#)

What has happened to the money seized by police during Operation Lanhydrock?

[The Mayor](#)

During Operation Lanhydrock a significant quantity of cash was seized from a variety of sources following arrests and suspected criminal property. The owners for this money have been identified and the money has now been restored. There is one final return transaction to take place but this has been delayed as the claimant is outside of the UK for a short while.

Metropolitan Police 19 year low

Question No: 2017/4230

[Gareth Bacon](#)

Could you detail the calculations that led you to conclude that the Metropolitan Police is likely to drop below 27,500 by 2021?

[The Mayor](#)

The current funding arrangements mean the Met will have to find £400m in savings by 2021. I am working hard with Commissioner Dick to deliver the transformation which will contribute to these and we can get some of the way while protecting officer numbers, but there will still be a budget gap. As the Commissioner has said herself "I find it incredible to think that anybody would think that over the next four or five years we should lose that much extra out of our budget".

Without the government resolving the police funding crisis and providing real terms increases at the Autumn Budget, delivering savings on this scale could require officer numbers to fall. Based on detailed workforce modelling this could be a fall to around 27,500. I continue to lobby Government to fund London policing to the level needed to keep London safe.

Digital Leadership Training

Question No: 2017/4231

[Gareth Bacon](#)

Pursuant to ADD2155, what team will benefit from the £50,000 allocated to Digital Leadership Training and how many members are in this team? Why is the Chief Digital Officer not delivering this training in house?

[The Mayor](#)

As part of our work to improve public services for all Londoners, our purpose for the GLA is to ensure that staff have the necessary capability to make decisions in a period of rapid digital transformation and changes in our economy.

Initially sixteen senior leaders from across the Mayor's office and GLA's senior management teams will take part in the programme. Their respective teams and their work will benefit from their leader's increased digital understanding.

The objectives for this training were outlined with HR in the first instance. It was determined that it should be led by someone well practiced in running tailored digital leadership training. This will ensure senior managers, and their teams, benefit the most from effective training.

Theo Blackwell, Chief Digital Officer, is the project sponsor. He will inform and introduce the programme and set the context based on his experience in both the public and private sectors.

TfL's "Who Runs Your Bus?" web page

Question No: 2017/4233

[Keith Prince](#)

In Question 2017/1688 (22 March 2017) you stated "At the bus operating companies, the Managing Directors are ultimately accountable for safety." Do you see any reason why the names and full contact details of the Bus Company MDs should not be shown along with the other general Bus Company Contact details made available on the "Who Runs Your Bus?" page available on the TfL Website?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Euro Ratings of Diesel Engines used in TfL's Bus Fleet

Question No: 2017/4234

[Keith Prince](#)

According to the latest statistics, 7002 of TfL's 9616 contracted Buses are powered by diesel engines. Could you provide the exact breakdown on the Euro-rating of the engines for diesel fleet by year and Bus Type?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

TfL publishes the make-up of its bus fleet at <https://tfl.gov.uk/corporate/publications-and-reports/bus-fleet-data-and-audits> and the spreadsheet lists the Euro engine generation of each vehicle, its age and model.

The table also includes the type of retrofit equipment used such as selective catalytic reduction and exhaust gas recirculation which help reduce the most harmful emissions.

Diesel Pollution Mitigation Technology used in London's Bus Fleet

Question No: 2017/4235

[Keith Prince](#)

What pollution mitigation technology is being used on the 73% of London's Buses that still run on Diesel?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

Please see my response to MQ 2017/4234.

Use of AdBlue in London's Diesel Bus Fleet (1)

Question No: 2017/4236

[Keith Prince](#)

How many of the 7002 Diesel Buses still in London's Fleet use AdBlue technology to mitigate diesel pollution? How effective is AdBlue?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

It is an operator choice which exhaust additive they use and TfL does not hold details of which products they select.

The additive is extremely effective, however, at reducing oxides of nitrogen (NOx) when combined with the Euro VI engine and its advance exhaust after treatment. NOx can be cut by up to 95 per cent compared to an older bus when this latest ultra-clean bus technology and AdBlue are harnessed.

Use of AdBlue in London's Diesel Bus Fleet (2)

Question No: 2017/4237

[Keith Prince](#)

It is my understanding that it is impossible to operate a diesel motor vehicle where the AdBlue supplies have run out. Is possible to operate a TfL Bus when its AdBlue tanks are empty?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

It is very difficult to operate. AdBlue is one of a range of ammonia-based products that can be used in selective catalytic reduction systems. If the tank is empty, the bus will default to a much slower speed, making it of little use in normal operational service.

The operator would also be at risk of a prohibition notice from the Driver & Vehicles Standards Agency which could ultimately affect the company's ability to operate vehicles commercially in the UK.

Similarly, modern buses can be operated without a diesel particulate filter. However, as they are built into the exhaust system, and their removal would be picked up in TfL's monthly independent engineering quality monitoring checks. There is no real benefit to taking one out.

Diesel Filters and London's Diesel Bus Fleet

Question No: 2017/4238

[Keith Prince](#)

A recent BBC 5 Live report stated "thousands of motorists are breaking the law by driving diesel cars without pollution filters." Can you give me assurance that 100% of London's Contracted Diesel Bus Fleet is fitted with and always operating with functioning pollution mitigation technologies, including diesel filters and, where appropriate, AdBlue? If it is still possible to operate a London Bus with empty AdBlue Tanks, would this be considered to be a violation of the law too?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

Please see my answer to MQ 2017/4237.

London's Diesel Bus Fleet and MOT Inspections

Question No: 2017/4239

[Keith Prince](#)

How often are London Buses inspected by the MOT to determine if the Diesel Filter is in working order? Does MOT also inspect if AdBlue Tanks are full?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

T-Charge and London's Diesel Bus Fleet

Question No: 2017/4240

[Keith Prince](#)

How many London Buses are paying the T Charge and what is your estimate of how much will be collected? Is it still economic to run these buses with the T Charge applied?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

All of London's bus fleet operating services on behalf of TfL meet the Euro IV emission standard for nitrogen dioxide and particulate matter as a minimum, and have done so since the beginning of 2016. As such they are not required to pay the T-Charge.

Terrorism Training for London Bus Drivers

Question No: 2017/4241

[Keith Prince](#)

Since the only 3rd party vehicle-related death from the terrorist incident at Westminster Bridge was a mother who was run over by a TfL Bus, are London Bus Drivers now given any specific training for how they should be driving and what they should be doing in the type of terrorist incidents we saw at Westminster and, later, at London Bridge?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Learning from Near Miss Bus Safety Incidents

Question No: 2017/4242

[Keith Prince](#)

In September, a TfL Bus Driver narrowly avoided killing a pedestrian who was pushed out into the road by a passing jogger. Is TfL analysing this event so that lessons can be learned and life-saving preventative action can be taken when a pedestrian is unexpectedly thrown in a path of a bus?

[The Mayor](#)

I would like to praise the professionalism of bus driver Oliver Salbris, who managed to react quickly under pressure to prevent his bus coming into contact with a woman knocked into his path on Putney Bridge.

TfL continues to collect data on near misses as well as collisions involving its contracted buses to further inform its safety work.

As part of its Bus Safety Programme, a new Bus Safety Standard for London is being developed that will seek to harness the technologies and design innovations that will deliver the greatest casualty reductions. This includes trialling preventive technologies such as autonomous emergency braking to see if a new generation of London buses can brake safely and more quickly than a driver if they detect a person or object coming into their path.

Bus Safety Reporting

Question No: 2017/4243

[Keith Prince](#)

Page 1 of the Q1 London Buses Safety Dashboard found on the TfL website states "A fatal incident during the Westminster Bridge terrorist attack on 22 March 2017 is excluded from bus operational safety data." Given that the Coroner's Report for this tragic incident has yet to be published, do you consider TfL's decision to exclude this incident as premature? Hasn't the Putney Bridge incident demonstrated that preventative action is possible?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Near-miss Collision Reporting (1)

Question No: 2017/4244

[Keith Prince](#)

Are bus drivers working for TfL-regulated bus operators encouraged to file near-miss collision reports? If so, does TfL receive this information and analyse it?

[The Mayor](#)

Yes, bus drivers are encouraged to report all incidents on the bus network regardless of whether they were near misses, minor or more serious collisions. These events are collated with other incidents and categorised to help inform Transport for London's bus safety work.

Near-miss Collision Reporting (2)

Question No: 2017/4245

[Keith Prince](#)

Will TfL ensure its Bus Contractors allocate enough paid time for Bus Drivers to file Near Miss Collision Reports at the end of their shifts?

[The Mayor](#)

TfL encourages full reporting of incidents including near misses on the bus network regardless of whether third parties might have been responsible. If there are instances where drivers feel they have not had enough time to do this, they have well-established forums with their employing operators to address matters. TfL regularly audits the safety management systems of bus operators to ensure they have processes in place to fulfil its expectations including the reporting of safety incidents.

Bus Depot Security (1)

Question No: 2017/4246

[Keith Prince](#)

Given the proliferation of terrorist incidents using large vehicles on city streets, can you assure me that TfL Bus Garages and Depots are secure from "joyride" incidents as have been reported in the past?

[The Mayor](#)

Before the latest terrorist incidents, bus operators were asked to ensure their vehicles were as secure as possible from opportunist theft, particularly at the time of the 2012 Olympic and Paralympic Games. TfL liaises closely with the Metropolitan Police to understand risks to the transport network and how best to address them. TfL is exploring what contribution the next generation of vehicle technology might play in enhancing security.

Bus Depot Security (2)

Question No: 2017/4247

[Keith Prince](#)

How many TfL Buses have been stolen from Bus Depots since 2014? Please identify the Depot, Bus Operator, Month and Year of the incident.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Victims' portal

Question No: 2017/4248

[Keith Prince](#)

Lord Harris recommended in his report released in October 2016 that victims and survivors of terrorism should have access to a dedicated source of information and advice. Are you satisfied with your online victims' portal being launched in spring 2018?

[The Mayor](#)

Yes. MOPAC has been developing the specification for the online victims' portal in consultation with service users, service providers and statutory agencies. The portal will support victims of all crime, including those who have been victimised through terror attacks. You will be assured to know that in the interim and in the aftermath of recent events, MOPAC and others have worked with Government to populate a web-based resource to provide relevant information to victims of terrorist attacks.

The MOPAC-commissioned portal will improve accessibility, helping victims and witnesses to navigate through the criminal justice system, detailing their rights and entitlements and facilitating access to the right support services. The portal will assist both those who report their crime to the police and those who choose not to do so. Importantly, it will be London-specific and better adapted to the needs of victims in the capital.

Central London Deliveries (1)

Question No: 2017/4250

[Keith Prince](#)

Will you commit to putting a hold on any measures to crack down on central London deliveries until there are reasonable alternatives in place?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Central London Deliveries (2)

Question No: 2017/4251

[Keith Prince](#)

Will you commit to ensuring that there is sensible consultation with delivery firms before instituting measures that would have a significant impact on their operating models?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 16/11/2017

My draft Transport Strategy has been subject to extensive consultation. It includes the proposal to reduce morning peak freight trips in central London over the next ten years. It also sets out plans for deliveries to be safer and cleaner.

These proposals were developed after discussions with freight operators and their representatives, and I am pleased that TfL received responses to the consultation from the freight industry. TfL will continue to proactively engage with the industry via the Freight Forum and other channels to develop further proposals as required.

Accommodating London's growth in a way that works for everyone requires us to use our street space differently. I do not expect TfL, the freight industry, or London's businesses, to be able to deliver this change alone.

Partnership across all parts of the supply chain will be required to develop the right solutions for the businesses, locations and people involved.

Expired PHV ID

Question No: 2017/4252

[Keith Prince](#)

Is the Mayor concerned that only 30% of expired PHV ID/roundels are returned to, or recovered by TFL?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

PHV Conditions

Question No: 2017/4253

[Keith Prince](#)

Can the Mayor place conditions on PHV licensees restricting the practice of hiring Private Hire Vehicles to general members of public?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

TfL Enforcement

Question No: 2017/4254

[Keith Prince](#)

How much has the Mayor spent on out of London/provincial enforcement of TFL licensed vehicles/drivers?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

TfL Compliance Officers have conducted visits to a number of locations outside London, following an increase in reports of the number of London-licensed PHV drivers and vehicles working outside the capital. TfL Compliance Officers work jointly with the relevant local authority licensing teams to assess the nature of the problems and take action.

To date, there have been 22 deployments to areas outside of London.

Under current legislation, as long as a booking accepted by a licensed operator is despatched to the vehicle and driver licensed in the same district, the journey can commence or end anywhere in England or Wales; this is known as cross border hiring. The Deregulation Act 2015 also allows operators outside London to sub-contract bookings to drivers and vehicles in another authority.

This effectively means that private hire drivers and vehicles can work anywhere in England and Wales, which is why, through my Taxi and Private Hire Action Plan, I am calling on the Government to change the legislation to put controls on cross border hiring.

App-based PH Operators

Question No: 2017/4255

[Keith Prince](#)

How does the Mayor ensure PH operators using App based platforms conform to legislation, requiring booking acceptance in operating centres?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

ZEC Model Taxis

Question No: 2017/4256

[Keith Prince](#)

How many ZEC model taxis have received approval to meet the zero emission requirement due for implementation in January 2018?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

On-Street Rapid Chargers (1)

Question No: 2017/4257

[Keith Prince](#)

How many on-street rapid chargers are in place in London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

On-Street Rapid Chargers (2)

Question No: 2017/4258

[Keith Prince](#)

What is the projected installations profile of on-street rapid chargers by month?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Veterans Housing Data

Question No: 2017/4259

[Shaun Bailey](#)

In September the London Assembly Housing Committee published a report looking at Hidden Homelessness in Greater London. This highlighted gaps in the data collection around hidden homelessness and those accessing housing support. Your response to question 2017/2753 highlighted the CHAIN work regarding rough sleepers, but it would be beneficial to have this information for all veterans who present to their local authority housing departments for assistance. Therefore, will the Mayor lobby London local authorities to encourage them to ask all people requesting assistance from their housing departments whether they have ever been a member of the UK Armed Forces?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 16/11/2017

I agree that this additional information would be beneficial. It could help ensure that all those who have served in the UK's armed forces who subsequently face or experience homelessness receive the assistance to which they're entitled and that they strongly deserve.

I am therefore pleased to see that the revised approach to data collection that Government has outlined for local authorities, as part of implementation of the Homelessness Reduction Act from next spring, includes asking all those who seek assistance whether they have served in the UK's armed forces.

Diesel Engines in Electric Buses (1)

Question No: 2017/4260

[Shaun Bailey](#)

Are the heating systems in BYD electric buses powered by diesel engines?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Diesel Engines in Electric Buses (2)

Question No: 2017/4261

[Shaun Bailey](#)

Is the use of these ancillary diesel engines covered or in any way restricted by EU legislation?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Diesel Engines in Electric Buses (3)

Question No: 2017/4262

[Shaun Bailey](#)

What consideration has been given to the noise and pollution implications of these ancillary diesel engines?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Diesel Engines in Electric Buses (4)

Question No: 2017/4263

[Shaun Bailey](#)

Do you know whether there are other vehicles on London's roads which use diesel engines to power their heating or refrigeration systems?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Diesel Engines in Electric Buses (5)

Question No: 2017/4264

[Shaun Bailey](#)

What is the impact of ancillary diesel engines on London's air pollution?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Diesel Engines in Electric Buses (6)

Question No: 2017/4265

[Shaun Bailey](#)

What is TfL doing to address the issues related to electric buses having diesel engines to power heating or refrigeration systems?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Tasers and body-worn cameras

Question No: 2017/4266

[Shaun Bailey](#)

Will you encourage the Metropolitan Police to adopt the policy that officers equipped with tasers shall also be standard-equipped with active body worn cameras?

[The Mayor](#)

I am pleased to say that there is no reason to encourage the Met to do this; all officers deployed with Tasers should be carrying body worn video.

Tube Train CCTV

Question No: 2017/4269

[Steve O'Connell](#)

According to the Lord Harris Review progress report that you recently published, CCTV is still being implemented on tube trains. When can Londoners expect for these crucial "eyes" of our Police and Security Services to be fully implemented?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 16/11/2017

CCTV is installed on most Tube and London Overground trains, as well as trams. Exceptions exist on the Bakerloo, Central and Piccadilly lines.

As part of the Central Line Improvement Programme, CCTV will be fitted across the fleet by 2024. On the Piccadilly and Bakerloo lines, CCTV will be delivered as part of the Deep Tube Upgrade Programme from 2023 and the mid-2020s respectively. In addition, a few older London Overground trains currently in operation will be replaced from spring 2018 by new rolling stock incorporating CCTV.

TfL also has CCTV cameras in operation at its stations, depots and car parks and across its road network for monitoring road traffic and for traffic enforcement.

Recorded CCTV images are retained for a limited time period depending on the type and location of the camera, and its purpose.

TfL works very closely with the BPT, the MPS and London boroughs, sharing images with these organisations when appropriate.

GLA funding for third sector organisations

Question No: 2017/4271

[Susan Hall](#)

Can you detail the amount of grant funding given to all third sector organisations by the GLA and GLA Functional Bodies over the last three years (listed individually), and the reasons/purposes for giving such a grant?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Fairer Fuel

Question No: 2017/4273

[Tony Devenish](#)

Following reports that EDF Energy are offering Londoners a deal which costs the average Londoner £223 compared to Yorkshire (£1,089 v £866) will the Mayor actively encourage easy to switch by for example advertising ' how' on tfl assets ?

[The Mayor](#)

The Competition and Markets Authority estimates that 70 per cent of domestic customers could save as much as £300 per year by switching supplier. Large numbers of Londoners are on prepayment meters, and London has the lowest levels of switching of all regions in the UK for gas and switching in the capital is below the national average for electricity.

In order to offer Londoners fairer bills, I am tendering for the delivery of an energy supply company. While it is being established, I will encourage people to switch energy supplier to seek a better deal and am consulting on the best approach to engage with groups less inclined to switch in my draft London Environment Strategy and will consider a range of communication methods.

Privacy and new technology

Question No: 2017/4274

[Tony Devenish](#)

What advice will the Mayor be giving to MOPAC regarding the letter the Chair of the independent CCTV watchdog, Tony Porter, sent to police chiefs? Does the Mayor agree that new technologies have "significantly increased capabilities to intrude upon the privacy of citizens?"

[The Mayor](#)

Utilising new technology can help the Met better protect Londoners. However, there is a balance to be made and I agree with Tony Porter that police forces should take care not to intrude on the privacy of citizens.

I encourage the Met to continue engaging with Tony Porter, the Surveillance Camera Commissioner, as well as the Information Commissioner and Biometrics Commissioner to utilise their expertise and ensure compliance with relevant codes of practice, laws and regulation.

London arrest rates

Question No: 2017/4275

[Tony Devenish](#)

What is the Mayor's assessment of the fact that arrests in London have fallen by approximately a third, from 31 per 1000 people in 2009/2010 to 22 per 1000 people in 2016/2017?

[The Mayor](#)

Nationally between 2007/08 and 2016/17 England & Wales has seen a decrease in arrests of 47%, but for the MPS this is a reduction of 30% in the same period.

In the last year, the Met accounted for 20% of all arrests in England and Wales, whereas in 2007/08 this was 15% of the total.

The Home Office release indicates "there are a number of possible factors which may have contributed to the fall in the number of arrests since the year ending March 2008. Inspections carried out by HMICFRS, as part of their police effectiveness assessments, did not identify one single cause. One possible reason linked to the fall in the number of arrests is the increased use of voluntary attendance, where an individual attends voluntarily at a police station or at any other without having been arrested for the purpose of assisting with an investigation. "

Other reasons suggested by the Home Office report, includes greater use of other outcomes, such as community resolutions.

Merging the Metropolitan Police and the City of London Police

Question No: 2017/4276

[Tony Devenish](#)

Why has the Mayor rejected Lord Harris's proposals to merge the City of London Police with the Metropolitan Police when it would reduce overhead and focus resources on front line policing?

[The Mayor](#)

Lord Harris' recommendation about the merger of the City Of London Police with the MPS was aimed at the Home Office. As the annual update published in October states, "it is clear from recent attacks - particularly the attack on London Bridge and Borough Market - that interoperability between the City of London Police and the MPS is essential in responding to terror threats. It is this interoperability which is at the heart of this recommendation, rather than structural reform for its own sake."

We do not plan to pursue a merger as the most effective means of securing better joint-working

Borough closures and community confidence

Question No: 2017/4277

[Tony Devenish](#)

At a time when the Metropolitan Police are having to put a section 60 (17-18 Oct) in West London, have you, as Mayor, considered freezing police station closure and Tri-Borough operational merger plans in West London to bolster community confidence?

[The Mayor](#)

The plans to close police stations are something we have no choice but to do. After years of cuts and underfunding, we are facing a financial crisis in policing, and every pound we save on buildings with very low numbers of visitors, is a pound we don't have to save from the front line.

As you know, the planned closures in West London are part of our wider Public Access Strategy published on 1 November. With the public increasingly opting for other methods of contacting the police, by reducing what we spend on police stations and by improving our telephone and digital offer, we can ensure that Londoners can contact the Met in the ways they want whilst helping to protect front line policing. We are confident in this new offer and its ability to keep Londoners safe, and we intend to proceed as planned.

With regards to Basic Command Units (BCUs), they are intended to provide greater efficiencies at a time of reduced budget and also to deliver improved policing across neighbourhoods, emergency response, investigation and safeguarding. If changes are not made to the way local policing is delivered, the ability of the Met to provide a policing service that the community values and needs will be significantly undermined.

Replacing helicopters with drones

Question No: 2017/4278

[Tony Devenish](#)

Would you consider encouraging the Metropolitan Police to replace patrol helicopters with drones as a cost-saving measure?

[The Mayor](#)

The Metropolitan Police Service is a partner in the National Police Air Service, (NPAS). NPAS operate all police helicopters, the Met do not have any of their own helicopters. MOPAC are fully engaged with NPAS and are working to develop the service they offer. This includes considering the use of drones.

Small sites

Question No: 2017/4279

[Tony Devenish](#)

Would you support the idea of self-builders, community builders and small developers being able to take over a piece of surplus public land that was not being developed by way of a 'direction order' from the local council, with independent 3rd party valuation?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Stopping the Third Runway

Question No: 2017/4280

[Tony Devenish](#)

If Parliament backs a third runway at Heathrow, will you offer financial support to any council-led legal cases against that decision being implemented?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

Heathrow expansion remains the wrong answer for London and for the UK. The evidence published by the Government last month as part of its second consultation on the issue highlights the severe environmental harm that will result from a third runway and I will be replying later this month to the call for evidence by the House of Commons Transport Select Committee. I trust that Parliament will evaluate all the evidence presented and conclude that Heathrow expansion cannot be allowed to proceed.

TfL continues to provide technical advice and assistance to local authorities likely to be involved in any legal challenge of the Government's decision. However, any legal challenge can only be made after a Parliamentary vote on the National Policy Statement and subsequent designation by the Secretary of State, expected in mid-2018. At that point, I will determine the appropriate course of action.

New Pedestrian Street Signs

Question No: 2017/4281

[Tony Devenish](#)

TfL is placing advertisements including the line "the growing network of over 1,700 pedestrian street signs". Please provide a full list of all the new pedestrian street signs in Westminster, Kensington & Chelsea and Hammersmith & Fulham since May 2016.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

TLRN PCNs (1)

Question No: 2017/4282

Tony Devenish

What is the justification for increasing the fine for PCNs on the TLRN from £130 to £160?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 16/11/2017

Since 2011, TfL has seen a year on year increase in the total number of Penalty Charge Notices (PCNs) issued for Congestion Charge and red route (Transport for London Road Network) contraventions. TfL has also identified a year on year increase in the number of PCNs that are issued to repeat offenders. This group of repeat offenders is increasingly having a direct impact on congestion and traffic flows on London's road network.

Road congestion costs London in excess of £2 billion each year and is a huge hindrance to businesses, commuters and the freight industry. However, the prospect of receiving a PCN at the current value no longer has the same deterrent effect, since the cost has not increased in line with inflation.

More detailed information setting out the rationale behind TfL's proposed increases to the penalty charges for both red route contraventions and for non-payment of the Congestion Charge can be found in the impact assessment available on the TfL website at: [https://consultations.tfl.gov.uk/general/penalty-charge-notices/#our proposal](https://consultations.tfl.gov.uk/general/penalty-charge-notices/#our%20proposal).

TLRN PCNs (2)

Question No: 2017/4283

Tony Devenish

What evidence is there that the TLRN PCN increase from £130 to £160 will lead to a reduction in PCNs?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 16/11/2017

In line with the previous Penalty Charge Notice (PCN) increase in 2011, TfL expects that a higher penalty value will reinforce the deterrent effect of a PCN. TfL expects to see a behavioural change among drivers, resulting in lower numbers of contraventions on the TfL Road Network (TLRN).

Contraventions on the TLRN have a negative impact on traffic congestion and traffic flow in London. It has been estimated that the cost of congestion on the TLRN alone is annually worth almost £2.2 billion. It is imperative, therefore, that TfL takes appropriate steps to address this issue.

More detailed information about the reasons why TfL believes the increase will lead to a reduction in PCNs is set out in an impact assessment available on the TfL website at: <https://consultations.tfl.gov.uk/general/penalty-charge-notices/#our-proposal>.

TLRN PCNs (3)

Question No: 2017/4284

Tony Devenish

How much additional revenue does TfL expect the TLRN PCN increase from £130 to £160 to raise per year?

The Mayor

Officers are drafting a response which will be sent shortly.

CS9 in Hammersmith (1)

Question No: 2017/4285

[Tony Devenish](#)

If CS9 goes ahead as currently planned, how many bus stops would be relocated or removed on Hammersmith Road?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

Hammersmith Road currently has eight bus stops and one coach stop. The proposals for Cycle Superhighway 9 include changing the position of four existing eastbound stops and amalgamating two of these to provide a better spacing of stops in order to maintain an efficient service. The westbound coach stop west of North End Road is also proposed to be combined with the bus stop there.

CS9 in Hammersmith (2)

Question No: 2017/4286

[Tony Devenish](#)

If CS9 goes ahead as currently planned, how many trees would be cut down on Hammersmith Road?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

The Cycle Superhighway 9 consultation identified that two trees would need to be removed, but proposed 16 locations for new trees to be planted, a net gain of 14 trees.

CS9 in Hammersmith (3)

Question No: 2017/4287

[Tony Devenish](#)

Please provide me with the Equalities Impact Assessment for CS9 as currently planned.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

TfL is currently updating the Equality Impact Assessment for Cycle Superhighway 9 to incorporate the detailed feedback from the public consultation. TfL will be happy to provide this when the document is complete in early 2018.

CS9 in Hammersmith (4)

Question No: 2017/4288

[Tony Devenish](#)

Many Hammersmith residents are not aware of and have received no details of the plans for CS9. Could you detail who was contacted, when and how?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

TfL sent 70,000 letters to residents who live near Cycle Superhighway 9, including 35,000 residents in the London Borough of Hammersmith & Fulham.

Letters were delivered by a professional distribution company in TfL-branded envelopes which stated that consultation material was inside.

TfL also sent over 230,000 emails to people who live locally or use transport services in the area, along with other key stakeholders.

To further alert the public to the proposals, TfL advertised the consultation in the local press, set up targeted advertising online, hosted 11 public events and met with a number of key stakeholder groups.

Tube Noise

Question No: 2017/4289

[Tony Devenish](#)

As you are aware, many of my residents are suffering from increased levels of unreasonable Tube noise? Do you consider it acceptable that it is LU policy to remove complaints when an engineer decides on action rather than after works have been actioned and assessed for success?

[The Mayor](#)

TfL process ensures that all customer complaints are held centrally and are only closed once they have been resolved. TfL considers a complaint to be resolved once:

- a) engineering or other interventions have been implemented, assessed, and it is considered that there is no improvement or changes it can make to its infrastructure that would reduce noise further
- b) it has been assessed through measurement and inspection that noise is of a level that would reasonably be expected, given the circumstances of the specific case (for example proximity to the railway)

TfL liaises with residents in all cases to explain its rationale for closing a case.

I continue to encourage TfL to respond swiftly to complaints and, where possible, consider innovative solutions to noise issues. I have asked TfL to continue to prioritise this work.

Police counter closures

Question No: 2017/4290

[Tony Devenish](#)

Does the Mayor think those residents' associations that are consulted by Borough Councils as a matter of course should have been consulted by MOPAC during the Police station closure consultation?

[The Mayor](#)

At the beginning of the consultation the Deputy Mayor for Policing and Crime wrote to all Assembly Members, Councils, MPs, Safer Neighbourhood Boards and Community Monitoring Groups.

Many residents' associations attended the public meetings across London, with some of them submitting formal written responses to the consultation.

Through this consultation process we received almost 1,700 responses to our online survey; 900 written responses via email or letter; 22,000 people signed petitions; and there were over 1,500 attendees at our public events, which took place in every single borough. That is well over 26,000 people giving us their views - bigger than any other consultation of this type that MOPAC has run.

5G and Fibre investment

Question No: 2017/4291

[Tony Devenish](#)

Does the Mayor agree that the European Parliament's watering down of proposals designed to encourage investment in 5G and full fibre networks is disappointing? How will the Mayor intervene to ensure London business is not handicapped by this?

[The Mayor](#)

London's digital connectivity market is a key target for investors in digital infrastructure and I am working to make sure this investment is maximised and all Londoners benefit. In my manifesto, I committed to improving our connectivity. I will do this by tackling not spots, improving policy, standardising process, and sharing best practice.

I have asked my Chief Digital Officer, Theo Blackwell, to raise this matter with officials from the Department for Digital, Media, Culture, and Sport.

Harvey Weinstein investigation

Question No: 2017/4293

[Tony Devenish](#)

Now that there are serious London-based allegations in the public domain about Mr Harvey Weinstein, what are you and MOPAC doing to caution the media not to cause a future mistrial?

[The Mayor](#)

I believe that firstly we should all appreciate and support the bravery of the women who have come forward to report these serious crimes. Their actions are changing the world and rightly forcing us all to reflect on the issues of abuse of power and sexual violence against women.

This is now with the MPS to investigate and we all need to allow them the space to carry out their role. Everyone is allowed proper due process. As the operational leads, the MPS and CPS will counsel the media should any reporting risk becoming prejudicial.

Thames Water

Question No: 2017/4294

[Tony Devenish](#)

Has the Mayor himself met with Thames Water to demand a step change in the asset replacement rate, as ex EDF Energy COO Paul Cuttill called the 0.19% replacement rate "small scale / not keeping pace with deterioration"?

[The Mayor](#)

I remain deeply concerned about the level of investment Thames Water are making in their network. In the last six months, in response to a series of water mains bursts which caused major disruption in several Boroughs, my Deputy Mayor for Environment and Energy, Shirley Rodrigues, has met with the Chief Executive of Thames Water and the Chair of Ofwat to push for improvements in the reliability of Thames Water's network in London.

Thames Water recognise that areas of their network have been neglected, particularly in terms of underinvestment in the trunk mains and have set out how they plan to improve these in their recent Strategic Review report. I have invited the Chief Executive of Thames Water to be a member of my infrastructure High Level Group. He has committed to keeping me updated on the improvements they are making, and I will continue to check that these improvements meet the levels required.

Cryptocurrencies

Question No: 2017/4295

[Tony Devenish](#)

What can the Mayor do to encourage London banks to embrace, rather than shun, cryptocurrencies such as bitcoin to avoid damage to the fintech sector?

[The Mayor](#)

London's banks and fintechs are embracing and experimenting with blockchain and distributed ledger technologies, as well as exploring the potential of cryptocurrency. Indeed the Bank of England itself has publicly worked with cryptocurrency companies.

It is true that there is a cautious approach regarding some cryptocurrency applications, due to the know-your-customer and anti-money laundering regulations which banks are subject to, as well as the legal position of Initial Coin Offerings from a consumer protection perspective - these are matters for the Financial Conduct Authority.

As Mayor I want to see the Fintech sector innovating in a way which ensures that it can both continue to flourish and ensure consumers are properly protected.

Confidence in police

Question No: 2017/4296

[Tony Devenish](#)

Sir Robert Peel said "the ability of the police to perform their duties is dependent upon public approval of police actions, behaviour and the ability of the police to secure and maintain public respect". How has your "tick box" consultations on police station closures and borough mergers at a time of rising violent crime adhered to these principles?

[The Mayor](#)

I do not accept your characterisation of the consultation as 'tick box'.

Through this consultation process we received almost 1,700 responses to our online survey; 900 written responses via email or letter; 22,000 people signed petitions; and there were over 1,500 attendees at our public events, which took place in every single borough. That is well over 26,000 people giving us their views - bigger than any other consultation of this type that MOPAC has run.

As a consequence of the consultation a number of changes, including in Barking and Dagenham, Hillingdon and Bexley, were made demonstrating that the views of Londoners and partners were taken into account

Organisational charts (1)

Question No: 2017/4297

[Tony Devenish](#)

Could you please supply organisational charts for the GLA's planning team and housing team?

[The Mayor](#)

Please see Appendix 4297.

Organisational charts (2)

Question No: 2017/4298

[Tony Devenish](#)

Could you please supply an organisational chart for the Met Police Property Team?

[The Mayor](#)

The MPS does not provide personnel charts to such a level of detail.

However, the position of Property Services within the wider MPS and its senior staff are outlined in the published organisational chart (attached).

Organisational charts (3)

Question No: 2017/4299

[Tony Devenish](#)

Could you please supply an organisational chart for the Old Oak and Park Royal Development Corporation?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Development Teams

Question No: 2017/4300

[Tony Devenish](#)

How joined up are the various development teams within the GLA and functional bodies?

[The Mayor](#)

As part of Homes for Londoners (HfL), I have established a much closer set of working arrangements between City Hall's housing and land team and the housing and property operations in Transport for London, the two Mayoral Development Corporations, MOPAC and LFEPA.

To help achieve greater co-ordination of development effort the GLA's Housing & Land directorate will shortly move to Union Street to co-locate alongside the Old Oak and Park Royal Development Corporation (OPDC). The feasibility to co-locate some of the TfL property team in Union Street is currently being explored, which would facilitate even greater collaborative working.

Dame Louise's report on Social Integration

Question No: 2017/4301

[Tony Devenish](#)

Has the Mayor studied the December 2016 report on social integration and the remarks at the 2nd of November Police Chief's summit by Dame Louise Casey, and will MOPAC be taking any action as a result?

[The Mayor](#)

Last year, I welcomed Dame Louise Casey's Report on Integration in Britain. My Deputy Mayor for Social Integration, Social Mobility and Community Engagement, Matthew Ryder, and his team are currently developing a social integration strategy London which is due to be published early next year.

With regards to Dame Casey's recent remarks, I have said before that the current system of countering extremism and radicalisation is not without problems, but what is behind it is something that we should all support. In the 12 recommendations Louise Casey makes in the report, the significance of resilient and strong communities is clear and resonates well with my priorities as Mayor. The report offers us a different set of interventions and viewpoint to tackle this difficult issue, which will be considered by my teams as they develop their programmes of work.

Flora Sandes

Question No: 2017/4302

[Steve O'Connell](#)

Given the community importance of the Flora Sandes pub in my constituency, will you utilise your influence to ensure this valuable social asset does not close?

[The Mayor](#)

Pubs are unique to British culture and vital to the success of the capital's night time economy. They play an important role as community hubs and according to London & Partners going to a pub is on most London visitors' 'must-do' list.. However, in April I published data showing the number of pubs in London has fallen by 25% since 2001.

I am supporting pubs through a number of initiatives including strengthening the planning protection with a dedicated chapter on pubs in the first 'Culture and Night Time Economy Supplementary Planning Guidance' which I recently published. I have committed to working with CAMRA (Campaign for Real Ale) to undertake an annual audit of London's pubs as part of my Cultural Infrastructure Plan. I have a dedicated Culture at Risk officer who has already supported a number of pubs facing threat of closure including The George Tavern and The Joiner's Arms.

My Culture at Risk officer has reached out Croydon London Borough Council about the Flora Sandes pub to understand how the GLA might be able to support this case. He would be happy to work with you to try to protect the pub.

On grid energy prices

Question No: 2017/4303

[Tony Devenish](#)

Does the Mayor think it important for Ofgem or the GLA to understand the specifics of what part of the London electricity usage is 'off-grid'? Please give details. Is there a threat of higher prices for those who remain "on grid"?

[The Mayor](#)

It is important to understand how the trends in the use of smart technologies, battery storage and self-generation, such as photovoltaics, local to demand in London could affect the national grid. This will need to be considered as part of wider UK trends in off-national grid energy usage and the impact on prices for those who are unable to access these technologies.

Ofgem is proposing to set-up taskforces to focus on network access arrangements and charging options under their new Charging Futures Forum. I appreciate that the current network charging arrangements may need to be reformed to ensure those unable to access smart technology and self-generation do not pay a disproportionately high cost to access their electricity.

COP23

Question No: 2017/4304

[Tony Devenish](#)

Is the Mayor participating in COP23 Bonn (6th -17th November)? Please give details.

[The Mayor](#)

I will not be attending the UNFCCC Conference on Climate Change (COP23) in Bonn this year. The discussions at the conference this year are focused on national governments reaching agreement on technicalities relating to the Paris agreement. My officers assessed that attending provided limited opportunities to strategically advance London's objectives on climate change action.

COP 24 in December 2018 is expected to be a high-level event, and the first major review of the Paris Agreement. The GLA will therefore explore opportunities for London's participation in 2018.

COP2020

Question No: 2017/4305

[Tony Devenish](#)

Would the Mayor consider bidding to hold Cop2020 in London?

[The Mayor](#)

The UNFCCC Conference of the Parties (COP) is a national government led process overseen by the UN. Whilst city and municipal governments can attend as observers, we do not have a formal role in contributing to the negotiations or to unilaterally submit a bid to host the conference.

The hosting of the COP rotates annually between the five global UN regions and national governments within these regions. As you know, I am fully committed to maximising the opportunities that international climate collaboration brings for environmental action in London. If the rotation for COP 26 in 2020 sits with Europe and the UK national government also expresses its interest in hosting the conference, I would be happy to engage in discussions around a potential role for London.

Ford Chariot

Question No: 2017/4306

[Tony Devenish](#)

Can you give details following press reports (FT 6th Nov) that Ford (Chariot) has applied to TfL for a license to launch a bus network in London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 16/11/2017

I am aware of Chariot's interest in London, and they have engaged with TfL. However, any discussions on potential applications for London Service Permits (LSPs) remain confidential. If any applications go ahead, details will be made available once they are published in the LSP Bulletin and go out to statutory consultation with the boroughs and other stakeholders.

Silvertown Tunnel - staff time due to be spent on Development Consent Order process

Question No: 2017/4309

[Caroline Russell](#)

How many hours of Transport for London (TfL) employee time will be spent on this process in 2018/19 and what will be the cost to TfL?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

TfL estimates that 2,050 hours of employee time will be spent on the Development Consent Order process in 2018/19 - this is estimated to cost £85k.

Silvertown Tunnel - cost of preparatory work

Question No: 2017/4310

[Caroline Russell](#)

How much has been spent in total on preparatory work for the Silvertown Tunnel?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

As of the period ending 14 October 2017, TfL has spent £31.2 million on the preparatory work for the Silvertown Tunnel. This includes the Development Consent Order preparation and examination, preparation of the contract documentation, the tender process, land negotiations, TfL staff costs, pre-construction surveys, development of a reference design, environmental assessments and stakeholder engagement.

Silvertown Tunnel - spend on Development Consent Order process (1)

Question No: 2017/4311

[Caroline Russell](#)

How much will Transport for London (TfL) spend in total on this process?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

TfL forecast that approximately £17.25 million will be spent on the Development Consent Order (DCO) process. As of the period ending 14 October 2017, TfL has spent £16.46m.

The costs associated with the DCO process include TfL staff costs, the development of the reference design for the scheme and legal, technical and environmental advice.

Silvertown Tunnel - spend on Development Consent Order process (2)

Question No: 2017/4312

[Caroline Russell](#)

How much will Transport for London (TfL) spend in total in 2018/19 on this process?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

Transport for London estimates that £321k will be spent on the Development Consent Order (DCO) process in 2018/19.

The years of the largest spend on the DCO process were during the preparation of the submission and the examination period which covered 2015/16 and 2016/17. The spend in these years was £6.83m and £8.29m respectively.

New Transport for London channel to report dangerous bus driving (1)

Question No: 2017/4313

[Caroline Russell](#)

Members of the public are now able to submit videos of bus drivers driving dangerously via the Transport for London (TfL) website. Will you ask TfL to publicise this new facility and encourage its use by launching a campaign similar to "Report It to Stop It"?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

New Transport for London channel to report dangerous bus driving (2)

Question No: 2017/4314

[Caroline Russell](#)

Where will Transport for London (TfL) be publishing data on the usage of this channel and actions taken as a result of reports received?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Peckham Square (1)

Question No: 2017/4315

[Caroline Russell](#)

Transport for London (TfL) has raised concerns about "reducing pedestrian circulation space at such a critical, central location" and inadequate cycling facilities arising from Southwark Council's planning application (reference 16/AP/3075) to build on Peckham Square. In light of another recent pedestrian fatality, will you call on the borough to suspend issuing planning permission until there is an independent review of space required to provide for a significant increase in walking and cycling at that location?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Peckham Square (2)

Question No: 2017/4316

[Caroline Russell](#)

Future increases in walking and cycling, not least the cycle superhighway identified in the London Plan for Peckham High Street, and space that might be required for this, should have been considered in Southwark council's Peckham Square plans. Why did the comments and observations from Transport for London (TfL) on the Peckham Square planning application not highlight the applicant's failure to comply with the network management duty?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Network management duty and local plans: protecting space for more cycling and walking (1)

Question No: 2017/4317

[Caroline Russell](#)

When has Transport for London (TfL) highlighted to local planning authorities the network management duty requirement, regarding reserving space to accommodate future forecasts of increased walking and cycling?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Network management duty and local plans: protecting space for more cycling and walking (2)

Question No: 2017/4318

[Caroline Russell](#)

Is the current approach from Transport for London (TfL) to the network management duty still adequate in light of the modal shift targets in your draft Transport Strategy?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Revised road casualty data

Question No: 2017/4319

[Caroline Russell](#)

To allow for comparisons of 2016 serious injury figures with previous years, Transport for London (TfL) and the Department for Transport (DfT) are working together to back-estimate the number of casualties that would have been reported by the police using an injury-defined rather than a severity-defined system. When and where will the estimates be published?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Safer Junctions programme - implementation timetable (1)

Question No: 2017/4320

[Caroline Russell](#)

Could you give an update on the status of each of the eight junctions with consultations "that have either been completed or will be completed soon" that you referred to in your response to my question 2017/2200?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

The following eight junctions have been consulted on. Please see TfL's consultation page for further information on project status.

Safer Junction	Consultation Page	Consultation Status
Stamford Street/Waterloo Road Roundabout	https://consultations.tfl.gov.uk/roads/waterloo-roundabout/	Completed
Commercial Road/Jubilee Street	https://consultations.tfl.gov.uk/roads/a13-commercial-road/	Completed
Milbank/Lambeth Bridge	https://consultations.tfl.gov.uk/roads/lambeth-bridge/	Completed
Highbury Corner	https://consultations.tfl.gov.uk/roads/highbury-corner-roundabout/	Completed
Southend Rd/Chigwell Rd	https://consultations.tfl.gov.uk/roads/charlie-browns-roundabout/	Completed
Euston Rd/Judd St	https://consultations.wearecamden.org/culture-environment/midland/	Completed
Farringdon Rd/Clerkenwell Rd	https://consultations.tfl.gov.uk/cycling/northsouth/	Completed
Central Markets /Snow Hill / Farringdon St/ West Smithfield	https://consultations.tfl.gov.uk/cycling/northsouth/	Completed

Safer Junctions programme - implementation timetable (2)

Question No: 2017/4321

[Caroline Russell](#)

In answer to my question 2017/2200 you stated "The remaining [25] junctions are at an early stage of design and therefore it is too soon to provide an implementation timetable". Five months on, will you give an update on these junctions?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

Safety studies are being carried out on the remaining junctions. An implementation timetable will be agreed in spring 2018, depending on each study's outcome.

Advertising panel blind spots at bus stop bypasses

Question No: 2017/4322

[Caroline Russell](#)

A constituent was cycling eastwards on cycle superhighway 2 (Whitechapel Road). As they were cycling past the bus stop opposite Adler Street, a pedestrian stepped out, having been hidden behind the advertising panel on the bus stop, resulting in a near miss. Has Transport for London (TfL) investigated whether advertising panel blind spots at bus stop bypasses pose a risk to the safety of people walking and cycling?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 16/11/2017

Bus stop bypasses are designed to ensure visibility is maximised between all road users, with bus stop shelter advertising panels located on the far side of the designated pedestrian crossing point. The crossing points are also located on the desired line for passengers exiting from the rear doors of the bus, which are located prior to the shelter. The area of footway behind the advertising panel is minimised to discourage pedestrians from crossing the cycle track at that point.

All of Transport for London's schemes are subject to a thorough Road Safety Audit process. As part of finalising the bus stop infrastructure for Cycle Superhighway 2, proposals for each bus stop bypass were assessed on site for the suitability of a shelter, inclusive of an advertising panel.

Bus Operator of the Year - toilet facilities for bus drivers

Question No: 2017/4323

[Caroline Russell](#)

Will you confirm that no bus operator that fails to provide toilets for its bus drivers will receive a Transport for London (TfL) endorsement for the Bus Operator of the Year award?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Toilet facilities for bus drivers

Question No: 2017/4324

[Caroline Russell](#)

Please provide a complete list of the type of toilet facilities available to bus drivers at all 624 bus route termini, identifying whether these are a) staff toilets, b) third party toilets with 24 hour access, or c) third party toilets with limited access?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Further round of consultation for a third runway at Heathrow

Question No: 2017/4325

[Caroline Russell](#)

In light of the Government's updated air quality plans indicating a "high risk" of air pollution breaches at Heathrow, do you agree with me that the Transport Secretary's announcement of a further consultation on a third runway builds an even stronger case against the runway?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Energy for Londoners – Angelic Energy

Question No: 2017/4326

[Caroline Russell](#)

What is the purpose of setting up your proposed 'white label' Energy for Londoners energy company now that Islington Council has already launched Angelic Energy, a 'white label' energy supply company for London? Does this development reinforce the case that London boroughs should be able to procure their energy from a Mayoral fully licenced supply company?

[The Mayor](#)

I welcome Islington Council's initiative and I wish it well. I will look to collaborate and learn from them in developing the Energy for Londoners (EfL) energy supply company. I want to make the energy market work for all Londoners and I will be working with all London Boroughs to ensure all Londoners benefit from fairer energy bills through the EfL energy company. I see boroughs playing a key role in reaching out to Londoners, especially those living in fuel poverty that need support the most.

Transport for London - energy procurement (2)

Question No: 2017/4327

[Caroline Russell](#)

Thank you for your response to my question 2017/2189 in which you said "Use of TfL purchasing power - for example through power purchase agreements of renewable energy - is one potential route to the decarbonisation of the power supply which will be explored". However, Transport for London (TfL) does not use its purchasing power to source any renewable energy at present, and TfL's Finance Committee's recent consideration of "TfL Energy Purchasing 2020 to 2023", which authorises up to a £665 million spend on energy, makes no attempt to explore power purchase agreements with renewable or low carbon generators at all [<http://content.tfl.gov.uk/item10-energy-purchasing-fc20171018.pdf>]. When will TfL use its considerable purchasing power for energy to support your plans for decarbonising London?

[The Mayor](#)

TfL currently uses the Government's buying framework to procure its electricity which delivers considerable cost savings for the business. TfL has investigated procuring renewable energy through the framework; however this would mean paying a premium.

Therefore, as set out in the draft London Environment Strategy, TfL will pursue options to power its services through local renewable generation in London and also through power purchase agreements to support the delivery of renewables outside London. As part of this, TfL is in the process of securing a partner to deliver solar generation and energy efficiency measures across a number of its buildings.

Transport for London - RE100 programme

Question No: 2017/4328

[Caroline Russell](#)

With increasing numbers of businesses signing up to the RE100 programme, committing to source 100% of their electricity from renewable sources, will Transport for London (TfL) also sign up to this initiative?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 16/11/2017

TfL currently uses the Government's buying framework to procure its electricity which delivers considerable cost savings. TfL is currently considering whether to sign up to the RE100 programme.

In addition to this, as set out in the draft London Environment Strategy, TfL will investigate opportunities to decarbonise its rail services with the aim of achieving a zero-carbon network by 2030. It will pursue viable options to power services through direct connection to local renewable generation as well as utilising procurement options to secure renewable energy from outside London.

London Pension Fund Authority - divestment

Question No: 2017/4329

Caroline Russell

The London Pension Fund Authority (LPFA) 'Policy on Climate Change' has committed to making no new investments in fossil fuel companies "ignoring the risks of climate change" and to divest from such companies "where opportunities for engagement and reform of the company or project are not possible". Will you confirm that the companies on the Top 200 Fossil Fuel Companies list, such as Shell, BP and Exxon, are being permanently excluded from active and passive investments [<https://gofossilfree.org/top-200/>]?

The Mayor

LPFA is currently undertaking a high-level review of the fund's holdings, due to be completed by the end of the year, which will identify the key features of the current position and prioritise targets/candidates for engagement on climate change in the year ahead.

The LPFA are looking to include a template in this report which can be used for all future meetings and which will demonstrate progress against targets and identify areas for further engagement. LPFA's investments in fossil fuel companies remain at very low levels and have seen a decrease of Assets Under Management from 2.2% to 1.3% over the first year of this administration. LPFA will also continue to hold passive holdings and bonds in some of the companies you have listed. This is because as part of their investment strategy LPFA are buying an indexed return which includes such companies.

However, they will use tools and methodologies available to assess how companies which they are invested in are undertaking management of their greenhouse gas emissions and of risks and opportunities related to the low-carbon transition, as well as international climate targets. The LPFA has committed to implementing this policy on climate change by 2020 including all necessary divestment required in line with the policy.

London Pension Fund Authority - divestment

Question No: 2017/4330

[Caroline Russell](#)

At the London Assembly Environment committee meeting on 13 September 2017, your Deputy Mayor for Environment and Energy said that the London Pension Fund Authority (LPFA) has agreed a policy of full divestment by 2020. Could you provide details of how the LPFA is ensuring that the remaining companies with fossil fuel investments are divesting and adopting a business model consistent with the Paris Climate Change agreement goal of limiting warming to 1.5C?

[The Mayor](#)

LPFA is currently undertaking a high-level review of the fund's holdings, due to be completed by the end of the year, which will identify the key features of the current position and prioritise targets/candidates for engagement on climate change in the year ahead.

The LPFA are looking to include a template in this report which can be used for all future meetings and which will demonstrate progress against targets and identify areas for further engagement. LPFA's investments in fossil fuel companies remain at very low levels and have seen a decrease of Assets Under Management from 2.2% to 1.3% over the first year of this administration. LPFA will also continue to hold passive holdings and bonds in some of the companies you have listed. This is because LPFA as part of their investment strategy are buying an indexed return which includes such companies.

However, they will use tools and methodologies available to assess how companies which they are invested in are undertaking management of their greenhouse gas emissions and of risks and opportunities related to the low-carbon transition, as well as international climate targets. The LPFA has committed to implementing this policy on climate change by 2020 including all necessary divestment required in line with the policy.

Help for small businesses affected by the Grenfell Tower fire (1)

Question No: 2017/4331

[Caroline Russell](#)

Will Transport for London (TfL) be offering any further rent relief to businesses located in the Blechynden Street rail arches, beyond the 2.5 weeks already offered?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 16/11/2017

TfL was able to support all of its business tenants, including those based in the Blechynden Street rail arches, by offering rent relief. This rent relief covered the period that TfL's tenants were unable to access their units and was aided by the £300,000 fund I pledged to help businesses impacted by the Grenfell Tower fire.

TfL remains in close contact with tenants whose businesses were affected by the fire and will continue to support them as they recover from the impact of the tragedy. I understand that TfL has written to these tenants to make them aware of the opportunity to obtain hardship relief from business rates.

Help for small businesses affected by the Grenfell Tower fire (2)

Question No: 2017/4332

[Caroline Russell](#)

Will Transport for London (TfL) offer some reduced rent spaces at its refurbished arches close to the new Westfield extension to small businesses that have been affected by the Grenfell Tower fire?

[The Mayor](#)

TfL has a large and varied property portfolio that provides rental space for small businesses across London.

I would recommend that the businesses affected by the Grenfell Tower fire contact TfL directly to see if there are units available at Wood Lane or in other locations across the TfL estate that may be more suitable for their business needs. As it does across London, TfL will endeavour to balance its commercial objectives with the wider aim of supporting local business growth on its estate.

Mayor's fund for businesses impacted by recent tragedies

Question No: 2017/4333

Caroline Russell

Could you provide a breakdown showing how this £300,000 fund has been distributed so far?

The Mayor

Officers are drafting a response which will be sent shortly.

Audits of businesses and jobs in the Fish Island/Hackney Wick area

Question No: 2017/4334

Caroline Russell

The London Legacy Development Corporation (LLDC) in a freedom of information request (reference 17-056) provided details of artists' workspace currently in Hackney Wick/Fish Island. What audits has the GLA or LLDC carried on the number and type of businesses and jobs they supported in this area over the past ten years? Please include dates of audits and any relevant reports or findings.

The Mayor

As part of the evidence base for the Local Plan an Economy Study was undertaken in 2014. This included a business survey with a category of "arts and culture". The business survey can be found in the following location on the website

<http://www.queenelizabetholympicpark.co.uk/-/media/lldc/local-plan/local-plan-examination-documents/local-evidence-base-documents/leb5-economy-part-a-business-survey-low-res.ashx?la=en>.

As the Local Plan is reviewed, this Economy Study will be updated and the relevant reports will be published towards the end of the first quarter of 2018. The latest information on the Local Plan review will be made available on the website in this location

<http://www.queenelizabetholympicpark.co.uk/planning-authority/planning-policy/local-plan-review>.

The economy study included the following information on businesses in Hackney Wick and Fish Island: 'Hackney Wick and Fish Island distinguishes itself by having the highest concentration of businesses in the Legacy Corporation area. With 448 businesses units, including 218 within the arts and culture sector (98% of all such businesses in the Legacy Corporation area), it hosts 68% of the active businesses within the Legacy Corporation. The centre of the sub-area has the highest concentration of businesses and artists in the Legacy Corporation area, with an incredible mix of industrial businesses, start-ups, creative businesses and artists' studios, many of which rely on the affordable rents and flexible workshop spaces the area offers. The southern tip has a mix of older industrial estates and newer residential developments'.

In line with this, a key component of the Hackney Wick Central masterplan developed by Hackney Council and LLDC is to protect and re-provide over 8,000 sqm of low-cost workspace including artists' studios. The Corporation's Local Plan also includes policies to protect or reprovide employment space, including low cost space, in new developments in Hackney Wick and Fish Island.

Bridges to Fish Island in Hackney Wick - traffic modelling review (2)

Question No: 2017/4335

[Caroline Russell](#)

In answer to my question 2017/3961 you said that you had asked "TfL to work with LLDC to review the traffic modelling options operating the bridges in light of my draft Transport Strategy." Could you provide the exact specification given to Transport for London (TfL) for the review, including details of the assumptions that underpin the model, and say whether you will make the review available to the public?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Small affordable housing providers and registration

Question No: 2017/4336

[Sian Berry](#)

Currently the definition of 'small social housing providers from the Homes and Communities Agency (HCA) goes up to organisations with 1,000 homes. This means that very small providers with, for example, 40 homes face disproportionate and prohibitive costs and administrative burdens to register and be properly regulated. What can you do to help simplify the regulatory requirements and costs for small community-led housing organisations as registered providers of affordable housing, to help them to access grants, bearing in mind the Government's intention to move regulation out of the HCA to a new standalone regulator?

[The Mayor](#)

I have no control over the regulatory regime in relation to providers of social housing. I have significantly simplified the requirements of my affordable housing funding, making it easier to access for providers of social housing, including small registered providers.

GLA and council joint ventures

Question No: 2017/4337

[Sian Berry](#)

Will you outline a policy for when and how you will get involved in joint ventures with local councils in London, as mentioned in your draft Housing Strategy section 3.89?

[The Mayor](#)

Whether or not the GLA participates in joint ventures with boroughs will depend on factors particular to each case.

London Development Panel

Question No: 2017/4338

[Sian Berry](#)

According to your draft Housing Strategy section 3.43, the London Development Panel will be expanding to include build-to-rent and offsite construction specialists. What is the procurement process for recruiting to this new panel, and when will the new members be appointed?

[The Mayor](#)

The new London Development Panel is being procured through a two-stage competitive process in line with Public Procurement Regulations. The first stage of this process is complete and the new Panel will be announced in Spring 2018.

Mayor's Design Advocates - supporting community-led plans

Question No: 2017/4339

[Sian Berry](#)

In your draft Housing Strategy section 5.18, you refer again to your appointment of 50 'Mayor's Design Advocates' to support your Good Growth by Design programme. With reference to your responses to question 2017/2984, what have these advocates been working on since being appointed and will they be available in future to support community groups who want to design their own plans for their estates and local areas?

[The Mayor](#)

In September, I welcomed my Design Advocates (MDAs) to City Hall and set them the challenge of helping me to deliver my Good Growth by Design programme, by building a work programme across six pillars, engaging with partners, advocating best practice and providing essential design scrutiny in an ever-denser London.

Since then they have been set to work on design inquiries - investigations into the most pertinent issues facing London's built environment - which will inform my policies, investments and decisions. Firstly, they will help inform the development of improved housing design guidance in the context of the need for more homes in London. Secondly, they are reviewing design support and design review across the GLA family. Thirdly, they are investigating diversity in the built environment professions.

MDAs have also started to participate in monthly London Review Panel meetings. This commenced with a review of proposals for Oxford Street in September, and last month MDAs provided initial advice and support to four community groups who are recent recipients of funding from my Crowdfund London programme, providing expertise in local engagement, planning issues, delivery experience and design.

The MDAs already have a busy work programme. Their resource will be prioritised to support the Good Growth by Design programme and GLA Group priorities. There may be times when they could help in relation to local design review provision or coverage, for example if a borough that doesn't currently have design review provision would welcome strategic help to support setting up a panel. However, this support would be subject to MDA capacity.

Pilot rogue landlord and letting agent database (2)

Question No: 2017/4340

[Sian Berry](#)

In response to my question 2017/3618, you did not answer the part of the question that asked "How long will this pilot run for?" Could you please provide an answer?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Pilot rogue landlord and letting agent database (3)

Question No: 2017/4341

[Sian Berry](#)

When will enforcement data from the London Fire Brigade be included in your rogue landlord and letting agent database? Will this data be London-wide and not just for the pilot boroughs?

[The Mayor](#)

Enforcement data from the London Fire Brigade will be included from its launch, on a London-wide basis.

GLA spending plans for homelessness accommodation

Question No: 2017/4342

[Sian Berry](#)

Your draft Housing Strategy outlines a number of programmes for helping to reduce homelessness but without clarity on the different spending plans. How much funding do you plan to spend on a) refuges, b) hostels, and c) moving on accommodation for people leaving hostels and refuges during your mayoralty? Please provide this breakdown of the capital and revenue spend in a table format for each year.

[The Mayor](#)

Capital funding for the development and refurbishment of (a) refuges and (b) hostels may come either through my £30m Homelessness change programme, or wider capital funding through my £3.15bn Affordable Homes Programme. Capital funding for (c) move on accommodation is available through a dedicated £50m fund. The timescale for the development of these homes is to 31 March 2021, with funding available on a continuous. No pot of revenue funding to accompany the capital has been made available. This is a significant barrier to delivery, and I am therefore urging Government to provide revenue support for this type of accommodation.

First dibs for Londoners

Question No: 2017/4343

[Sian Berry](#)

What, now, is your 'first dibs' housing policy?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 16/11/2017

I want Londoners to be able to access more new homes in London and I will be announcing further measures in due course.

Blackhorse Road affordable housing definition

Question No: 2017/4344

[Sian Berry](#)

Your press release of 2 October 2017 said "TfL will now work with BLLQ LLP to deliver approximately 350 new homes at Blackhorse Road in 2022, 50 per cent of which will be affordable." What definition of affordable are you referring to, and what will be the breakdown of affordable tenure in this development?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Community plan for Holloway prison

Question No: 2017/4345

[Sian Berry](#)

The community plan for the Holloway prison site has received more than 900 submissions in response to a recent consultation. Property agents GVA Bilfinger, acting on behalf of the Ministry of Justice, have stepped up their advertising for the Holloway prison site. Have you investigated purchasing this land? If so, what is the GLA's current position on this?

[The Mayor](#)

My team has investigated how I can best ensure as much affordable housing as possible is delivered on this site. They have therefore been working with Islington Council to prepare a site specific draft Supplementary Planning Document (SPD).

The draft SPD sets a clear expectation that at least 50% affordable housing should be delivered on site. This aligns with the "fast track" route for public land set out in my Supplementary Planning Guidance on Affordable Housing and Viability.

I have further offered to assist the Ministry of Justice with their marketing and selection so that there can be as much certainty as possible of selecting a bidder committed to early and appropriate delivery.

Borough police officers who live in London 2017

Question No: 2017/4346

[Sian Berry](#)

How many Metropolitan Police Service officers currently assigned to a borough a) live in London, and b) live in the borough that they work in? Please provide the data per borough for each of a) and b) in a suitable table format.

[The Mayor](#)

Please see the table below:

Harris Review update - emergency worker housing

Question No: 2017/4347

[Sian Berry](#)

Your update on the Harris Review for recommendation one on emergency worker housing in London, says that the chair of the London Resilience Forum has "carried out a questionnaire with key members of London's emergency services and other interested parties". Could you provide full details of this questionnaire including a) the survey questions, b) the number of responses, c) whether frontline workers were surveyed (and the level of seniority of the respondents if not), d) whether unions were surveyed, and e) a summary of the results?

[The Mayor](#)

A survey of Emergency Services and selected responders took place in April 2017. The survey was addressed to eight organisations in the London Resilience Partnership, all replied. The questions considered the availability of data; agency policies towards housing such as allowances; vulnerability to disruption in the transport network; working from home contingency arrangements. Reports were submitted by senior representatives of responding agencies. The survey did not ask agencies to consult with frontline staff or unions and we are not aware of any agency doing so.

Agencies hold some data on where staff live and have a range of policies regarding allowances, places of work and working from home. All the agencies taking part in the survey have arrangements such as mutual aid agreements and business continuity plans to ensure that they are able to respond to emergencies.

Response to question during MOPAC consultation

Question No: 2017/4348

[Sian Berry](#)

During the consultation period for the MOPAC Public Access and Engagement Strategy I specifically requested in my question 2017/3620 an extension to the table of crime reports for each front counter in Annex 3 to include other reasons for visiting each front counter. Your answer did not provide this table but referred me to information in a pie chart already in the consultation document, which summarised overall findings from the survey conducted but did not give the other reasons for visiting each front counter. Could you answer this question as originally asked and provide the table requested?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Streatham police base

Question No: 2017/4349

[Sian Berry](#)

Could you confirm when the front counter service from Streatham police base will cease, whether it will continue as a base for ward police teams, and if so for how long?

[The Mayor](#)

I can confirm that while the front counter at Streatham police station will be closed - in order to reduce running costs - the building will retain a police presence until 2024.

Lost property in London

Question No: 2017/4350

[Sian Berry](#)

Following the publication of the MOPAC Public Access and Engagement Strategy, and with reference to my response to that consultation, what is your advice to Londoners who lose valuable items outside the public transport system, or who find lost items and wish to return them to their owners?

[The Mayor](#)

It is important to note that the MPS do not currently take lost property, except for in a few special circumstances, for example if the item might pose a risk to others, or if it is a quantity of cash. As such, it would be disproportionate to keep front counters open for the police to deal with property which it is not their responsibility to process.

In future, the small range of items which officers do accept can continue to be handed in at the 24/7 front counters which will be retained in each borough.

Trident Matrix review (1)

Question No: 2017/4351

[Sian Berry](#)

Recommendation five of the Lammy Review advises consultation with voluntary and community sector groups on the review of the Trident Matrix, specifically to address racial disparity. When will this consultation take place, and how will you make a wide range of community and voluntary sector groups aware of it and encourage them to take part?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Trident Matrix review (2)

Question No: 2017/4352

[Sian Berry](#)

The appointment of the first London Victims' Commissioner is a positive step in representing victims' voices. The Lammy Review and community groups have raised concerns about the gathering and sharing of data in the Trident Matrix, for victims as well as perpetrators of crime, and the negative effect this has on racial disparity. How will the Trident Matrix review guarantee that victims of serious youth violence are not further penalised by being associated with youth crime?

[The Mayor](#)

As part of the Gangs Matrix review MOPAC has asked borough police officers and local authority representatives that regularly use the matrix to complete a survey to help us to better understand how the Matrix is being used locally, including how information is gathered and shared. These findings are being analysed and will help us to identify recommendations.

In relation to wider support for victims of serious youth violence, MOPAC funds London Gang Exit which provides specialist intensive support to victims and perpetrators of youth violence as well as specialist youth work for victims of violence being treated in the four London Major Trauma Centres.

Knife crime prevention campaign (1)

Question No: 2017/4353

[Sian Berry](#)

Your Knife Crime Strategy published in June 2017, stated that there will be a prevention campaign launched in London in autumn 2017 to dissuade young people from carrying knives. There is concern from community groups that campaigns of this kind can frighten young people and, perversely, encourage young people to see their city as a dangerous place where they need to be routinely armed. How will the upcoming campaign aim to counter negative narratives of young people in London?

[The Mayor](#)

I have launched the first pan-London knife crime campaign. The campaign is an influencer- and social media-led campaign that seeks to encourage young people in London to place a higher value on their lives and therefore, not carry a knife.

The campaign will primarily target young people in London who are most at risk of being affected by knife crime, with key elements in place to reach a wider spread of Londoners.

This is an exciting, proactive and positive campaign which will require the support of not only our communities and young people but also key stakeholders

Knife crime prevention campaign (2)

Question No: 2017/4354

[Sian Berry](#)

Thank you for your response to my question 2017/3984. In a follow-up discussion at the Police and Crime committee on 20 September 2017 you told me that an anti-knife crime media campaign will soon be put out to tender. Could you provide details and the communications brief for this tender process?

[The Mayor](#)

We procured a creative agency for this knife crime prevention campaign from the TfL marketing procurement framework. Four creative agencies pitched to work with us on the campaign. AMV BBDO was successful and will work alongside our other partners, media agency MEC and research agency 2CV, as well as our in-house teams.

The campaign has now been launched and aims to encourage young people in London not to carry knives.

Knife crime prevention campaign (3)

Question No: 2017/4355

[Sian Berry](#)

Since our discussion at the Police and Crime committee on 20 September 2017, what further discussions have you had with the Home Office and what progress have you made about working in a more co-ordinated way on knife crime prevention campaigns and funding?

[The Mayor](#)

MOPAC officers continue to liaise with Home Office colleagues to collaborate where possible, including sharing information around funding opportunities and preventative campaigns.

Programmes to support people in custody (1)

Question No: 2017/4356

[Sian Berry](#)

The Metropolitan Police Service Divert scheme connects young people in police custody to employment, education, and training services that help young people find positive alternatives upon release. How will you ensure that programmes like this continue to be funded and expanded across London?

[The Mayor](#)

The MPS DIVERT programme is delivered by the Milestone Foundation who secure their funding through Corporate Social Responsibility and City-based schemes that support surrounding boroughs. The MPS continues to support the work of Milestone foundations and their applications for funding.

Additionally, I have protected and maintained the London Crime Prevention Fund (LCPF) budget at £72 million for the duration of this Police and Crime Plan, despite mounting pressure on the MPS budget. This plays a crucial role in helping to deliver a wide variety of services, including the early intervention and rehabilitation of offenders in the community.

Programmes to support people in custody (2)

Question No: 2017/4357

[Sian Berry](#)

How many young people has the Metropolitan Police Service Divert scheme so far supported into employment, education, and training?

[The Mayor](#)

DIVERT has got 77 people into employment and training. This has been achieved working with the Milestone Foundation at Brixton and Bethnal Green

Knife wand searches in schools announcement (1)

Question No: 2017/4358

[Sian Berry](#)

In a press release on 31 October 2017, you said that all schools across the London will be able to receive a knife screening wand. Which members of staff will carry out these wand searches, what training will they receive to conduct these wand searches, and how often will training be updated?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

Under Section 550ZB Education Act 1996, the person carrying out the search would be the Head teacher or member of security staff (staff whose work consists wholly or mainly security related) authorised by the head teacher.

The Department for Education already provides guidance for schools on screening and searching. This can be found at: <https://www.gov.uk/government/publications/searching-screening-and-confiscation>

Knife wand searches in schools announcement (2)

Question No: 2017/4359

[Sian Berry](#)

In a press release on 31 October 2017, you said that all schools across London will be able to receive a knife screening wand. Will the introduction and use of knife wands in schools follow the Metropolitan Police Service policy on Stop and Search?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Knife wand searches in schools - complaint procedure

Question No: 2017/4360

[Sian Berry](#)

What procedure should a young person, parent or guardian follow if they want to make a complaint about how a knife wand search was conducted in school?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Knife wand searches in schools - recording and monitoring

Question No: 2017/4361

[Sian Berry](#)

Will data related to knife wand searches conducted in schools be monitored, recorded, collected and made publicly available in a similar way to Metropolitan Police Service stop and search data?

[The Mayor](#)

The process for using a wand is entirely different to that of a Stop and Search undertaken by Police; it is a screening exercise as opposed to a search. Data will therefore not be publicly available.

Knife crime education and Ofsted

Question No: 2017/4362

[Sian Berry](#)

On 31 October 2017 you announced that all schools should have mandatory plans in place to help prevent knife crime. According to what standards will Ofsted be able to judge schools on the delivery of knife crime education? Will the materials used in schools be judged on the levels of appropriateness for students of different ages?

[The Mayor](#)

On 31st October I hosted London's first Knife Crime Summit focused on education providers, education leaders, Principals, Academy Trust Chairs, board members and Governmental bodies to better understand their needs and agree a plan of action to help tackle knife crime.

There, I spoke about the commitment in my Knife Crime Strategy to 'Lobby the Department for Education and Ofsted to develop and include mandatory requirements for schools to take effective safeguarding measures against knife crime supporting both students and parents'. I am pleased that Ofsted announced at the Summit plans to undertake a major new programme of work to ensure schools were tackling knife crime as part of their safeguarding responsibilities.

Details of those plans, including standards and materials, will need to be established by Ofsted, supported by MOPAC and others.

Police press releases giving personal details

Question No: 2017/4363

[Sian Berry](#)

Press releases sent by the Metropolitan Police Service routinely include details of the home address where a suspect charged with a crime lives. This includes when a crime could be linked to gang activity. Why do the police release this information and do they consider when this could put family or other people who live in the residence in danger, and or make it difficult for the alleged perpetrator to get away from a gang?

[The Mayor](#)

The Metropolitan Police does not release the full address of persons charged. If there is a press release concerning a charge, and this only occurs in a minority of cases, the press release will include the street or area but not a house name or number. The level of information provided is in line with national guidance from the College of Policing. The reason for providing more than just a name is to reduce the risk that a person with the same name is mistaken for the individual who has been charged.

However, once a person is charged, the home address is a matter of public record. The details appear on the charge sheet and will be used openly in court. This is normal judicial practice.

If there is a threat or risk to a person so identified steps can be taken by the police, prosecutors and courts to protect them.

Helicopter image retention policy (2)

Question No: 2017/4364

[Sian Berry](#)

Thank you for your response to my question 2017/3975. Has there ever been a policy change regarding the retention period for footage and images recorded by the National Police Air Service (NPAS) helicopter cameras for the Metropolitan Police Service in London? If so, please provide a) the details of when this happened, b) the change in policy, and c) what has been done with any footage and images retained under any previous policy.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Helicopter footage retained beyond 31 days

Question No: 2017/4365

[Sian Berry](#)

Thank you for your response to my question 2017/3975. What proportion of the National Police Air Service (NPAS) helicopter footage recorded for the Metropolitan Police Service has been flagged for retention beyond 31 days? Please provide a breakdown for each year since 2012.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Monitoring misconduct

Question No: 2017/4366

[Sian Berry](#)

How does the Metropolitan Police Service monitor offensive, hateful and negative language used by police officers online? How many police officers a) have been, and b) are being investigated for this type of conduct? If possible please provide a breakdown for each year since 2012.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Sexual health in London

Question No: 2017/4367

[Sian Berry](#)

As part of your responsibility for promoting the reduction of health inequalities, what representations have you made regarding Londoners' access to sexual health services in areas where clinics have shut and new online services will not be available until next year?

[The Mayor](#)

London has made huge strides in promoting good sexual health with the number of new sexually transmitted infections diagnosed in London residents falling by 5% between 2015 and 2016. London is also seeing historic reductions in new HIV diagnoses. We must now sustain this momentum.

The Health and Social Care Act 2012 set out local authorities' responsibilities for commissioning open access sexual health services in their area. Decisions about the exact configuration and location of sexual health services are therefore taken by London boroughs to best meet their residents' needs. Boroughs are collaborating through the London Sexual Health Transformation Programme with the aim of responding to increasing demand for services and to meet population needs in London. This includes the phased implementation of the on-line e-service through which testing can be sought. This has been commissioned for London boroughs by the Programme which is expected to commence from January 2018. Ahead of this date, interim arrangements for physical or online service delivery are being put in place locally as needed.

It is essential that all Londoners, and in particular individuals at risk of poor sexual health, have access to services that meet their sexual health needs no matter where they live in the capital.

Private rented sector fuel poverty (1)

Question No: 2017/4368

[Sian Berry](#)

Does the GLA keep track of how many private rented properties there are in London with energy performance certificates below band E? If so, please provide this data over the past five years.

[The Mayor](#)

London-wide Energy Performance Certificate (EPC) data was only made publicly available by the Government last year, meaning we are unable to provide data over the past 5 years. Data is now available at <https://epc.opendatacommunities.org/>.

As set out in my draft Fuel Poverty Action Plan, I will build an energy efficiency database in 2018 that will include EPC data and allow energy efficiency and other support to be directed at those who most need it as well as identify the gaps in data. Existing data from the English Housing Survey 2014 suggests that there are just over 21,500 privately rented homes in London with EPCs below band E. This is however based on a very small sample of London homes and the true number is likely to be higher.

Private rented sector fuel poverty (2)

Question No: 2017/4369

[Sian Berry](#)

What is your view on the Energy Efficiency (Private Rented Property) (England and Wales) Regulations 2015, due to come into force in April 2018, that will require landlords to improve all private rented sector properties to at least energy performance band E, but will allow landlords to exempt themselves if required improvements present a cost to them?

[The Mayor](#)

I welcome the introduction of the minimum energy efficiency standards. However, as I have set out in my draft London Environment Strategy, I believe they are inadequate and contain far too many exemptions. Research carried out for the UK Green Building Council and WWF suggested that 73 per cent of such homes could be improved at a cost of less than £1,000, and a further 18 per cent below £5,000. These costs are relatively low compared to the rental income over the rental lifetime. So given this, the limited availability of Energy Company Obligation funding and the failure of the Green Deal, these exemptions are unwarranted. Many tenants could continue living in cold, damp homes that could be fixed for a small cost.

Private rented sector fuel poverty (3)

Question No: 2017/4370

[Sian Berry](#)

Will you support the 10:10 campaigners who want the Energy Efficiency (Private Rented Property) (England and Wales) Regulations 2015 to set a £5,000 cost cap for affected private landlords to ensure tenants are not left in fuel poverty in London? If so, will you lobby the Department for Business, Energy & Industrial Strategy (BEIS) on behalf of vulnerable private renters in London?

[The Mayor](#)

Private tenants should not have to live in cold, damp homes while their landlords exempt themselves from improving substandard properties because of upfront costs, which in many cases are relatively low. As set out in my draft Fuel Poverty Strategy, I support the principle of an appropriate cost cap and will continue to call on government to amend the regulations to compel the minority of private landlords letting out the worst homes to invest in them.

ACPO Property Assets

Question No: 2017/4373

[Peter Whittle](#)

In MQ 2017/2694 I asked you 'what property assets were inherited by the National Police Chiefs' Council from its predecessor body, the Association of Chief Police Officers (ACPO) and a) what is their value and b) their disposal.' You replied: 'NPCC, which replaced ACPO, is a Met hosted body, which means that whilst MOPAC is the legal entity and contracting body on its behalf, it is separate from the MPS/MOPAC in terms of decision-making under a s.22 Collaboration Agreement. Any questions regarding transfer of assets will be a matter for the National Police Chiefs' Council.'

However, I have since learned of an article on the Mayorwatch Website, which states: 'Liberal Democrat London Assembly Member Caroline Pidgeon says Mr Khan should avoid cutting the frontline public service before he sells the flats which are collectively worth around £3m and cost in excess of £20,000 per year to manage. The flats are used "primarily" by senior officers attached to the National Police Chiefs Council and are owned by the Mayor's Office for Policing and Crime.' (<http://www.mayorwatch.co.uk/sadiq-urged-to-sell-off-mets-3m-perk-flats-before-closing-police-stations/>) Now, one of these versions of events is clearly inaccurate - but which one is it?

[The Mayor](#)

Wood Burning Stoves

Question No: 2017/4374

[David Kurten](#)

To ask the Mayor how many wood-burning stoves he thinks there are in the Greater London area.

[The Mayor](#)

There is no robust information on the total number of wood burning stoves in use in London. However, according to trade bodies there are thought to be about 1.5 million wood burning stoves in the UK with up to 200,000 sold each year.

The Mayor's Tour of the Indian Sub-Continent

Question No: 2017/4375

Peter Whittle

I note the announcement in The Independent of 10 October 2017, that the Mayor is going to tour the Indian Sub-Continent later this year: 'to promote business and cultural ties between the two countries and the capital.'

(<http://www.independent.co.uk/news/business/news/sadiq-khan-london-mayor-india-pakistan-trade-visit-a7992936.html>) What mandate has the Mayor been given by both the Department for Business, Energy and Industrial Strategy (D BEIS) and the Foreign and Commonwealth Office, with regard to trade deals between the UK and India and Pakistan.

The Mayor

I am not acting on behalf of any Government Department. Rather, I am acting under the section of the Act that created the GLA (GLA Act 1999) which states that:

30 The general power of the Authority.

(1) The Authority shall have power to do anything which it considers will further any one or more of its principal purposes.

(2) Any reference in this Act to the principal purposes of the Authority is a reference to the purposes of-

(a) promoting economic development and wealth creation in Greater London;

(b) promoting social development in Greater London; and

(c) promoting the improvement of the environment in Greater London.

TMF Group

Question No: 2017/4376

Peter Whittle

On 6 October 2017, it was reported in The Times that the Amsterdam-based financial services company TMF Group is to list on the London stock market and move its headquarters to Britain, in a £1 billion flotation that marks a big boost for the City. TMF Group said that it aimed to raise roughly €340 million in a premium listing on the main market of the London Stock Exchange. Will the Mayor join with me once again in congratulating the City of London in maintaining its position as the world's leading financial centre - despite Brexit.

The Mayor

First, it's important to remember that Brexit has not yet happened and second, it's worth noting that TMF Group reversed these plans a few weeks after announcing them. London is undoubtedly the world's leading financial centre, and I will continue to press for a Brexit deal that protects the UK's unfettered access to European markets. I have been clear that the best way to guarantee this access is to remain in the single market.

Police Cautions

Question No: 2017/4377

Peter Whittle

To ask the Mayor how many cautions were handed out by the Metropolitan Police in the years 2014, 2015 and 2016 and for what category of offences.

The Mayor

Officers are drafting a response which will be sent shortly.

The Pride Parade

Question No: 2017/4378

Peter Whittle

I distinctly recall Mayor Ken Livingstone leading London's Pride Parade in 2004, in the company of the actor and national treasure Sir Ian McKellen. Indeed, who having seen it, could forget the sight of Mayor Boris Johnson in his pink cowboy hat at Pride in 2008. Mere words would be insufficient to do justice to that occasion. I am in no doubt that the image of Mayor Johnson in his pink Stetson will become emblematic of our own age, in much the same way that portraiture of the Virgin Queen came to define an earlier epoch. I was therefore somewhat surprised to learn that Mayor Khan told the Pink News Awards 2017 on 18 October: "I'm glad to be the first Mayor of London to lead the annual pride march" - when he was not even the first Labour Mayor of London to lead it. Why does he think he was the first Mayor to do so?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

If it is the case that both Boris Johnson and Ken Livingstone led Pride, it is great news. Pride is a hugely important event and right that it is supported by politicians from all parties.

I am committed to ensuring there is a clear message that London celebrates and respects differences and is a beacon of tolerance and diversity. In addition to the Pride parade, I have also brought back the Pride Reception at City Hall, and we fly the rainbow flag for the International Day Against Homophobia, Transphobia and Biphobia. We have also increased the wider promotional support for Pride with London & Partners designing, curating and managing the official visitor website, and promoting the parade and festival across digital, social and email channels.

I have reaffirmed my continued support for Pride through a further 5-year funding commitment to ensure the event can continue to be an amazing event for London.

Police Investigations into Deceased Public Figures

Question No: 2017/4379

[Peter Whittle](#)

To ask the Mayor how many deceased public figures are currently being actively investigated by the Metropolitan Police.

[The Mayor](#)

I have been informed that the MPS is not actively investigating any deceased public figure.

Pending the outcome of an ongoing review of national guidance issued by the College of Policing, in December 2016 the MPS introduced an interim policy which sets out how the MPS will respond to such allegations.

Tube Funding

Question No: 2017/4380

[David Kurten](#)

I note that TfL is delaying buying new rolling stock for the Northern and Jubilee lines and wonder whether track replacement on the Underground is being slowed in order to help reduce expenditure, as part of the savings the Mayor has tasked TfL with finding. Could the Mayor confirm that this is actually the case?

[The Mayor](#)

Transport for London's (TfL) track renewals budget delivers prioritised works to provide a modern, reliable and safe Tube network for London. The size and scope of TfL's work programme is being determined as part of its overall business planning process, to ensure that it continues to invest in and improve the overall condition of the asset base. This means TfL can continue to make improvements to safety and reliability.

TfL has also been investing in ways to do more for less, including making the track renewals process more efficient. This includes the automated laying of new rails, sleepers and ballast to save on costs.

Traffic Lights at Marble Arch

Question No: 2017/4381

David Kurten

In Question 2017/3471, I asked why 'the phasing of the traffic lights both before and behind Marble Arch are set on such a short 'green man' phase.' Your response was: 'The signals have a 'green man' period of six seconds, followed by a safety 'blackout' period to allow pedestrians to clear the crossing.' I note that your reply carefully omits to explain what the 'safety blackout' period is. Notwithstanding, both these roads (the A4202 and the A40) consist of five lanes of traffic at Marble Arch. No reasonable person would expect a pedestrian to cross a five-lane road in a record-breaking six seconds - never mind if they were elderly, disabled, laden with shopping, or pushing a pram.

I would draw your attention to the work in this field undertaken by public health expert Dr Laura Asher at University College, London, which was published in the journal Age and Ageing in 2012. It found that for those over the age of 65, 76% of men and 85% of women have a walking speed slower than that needed to use a pedestrian crossing (the highly unrealistic walking speed laid down by the Department for Transport is 1.2 metres (4 feet) per second). (<https://academic.oup.com/ageing/article/41/5/690/47318/Most-older-pedestrians-are-unable-to-cross-the>) Dr Asher's study concluded: If older people are inhibited from walking, their access to amenities will be reduced, and risks of physical inactivity and social isolation will be increased, with attendant implications for healthy ageing.

Could I therefore ask you to re-consider the phasing of these two sets of traffic lights?

The Mayor

Where pedestrian crossings are part of a signalised junction, the crossing time is divided into two parts - (a) the steady green figure time and (b) a clearance time/blackout period. The blackout period is worked out by allowing at least one second per 1.2 metres of crossing.

At Marble Arch the overall amount of time available to cross the road can vary through the day as the traffic signals adapt to changes in demand using TfL's SCOOT control system. The total time given for Pedestrians to cross at Marble Arch is in the table below.

TfL's Traffic Signal Engineers review and monitor junctions on a regular basis to make sure they are operating in the best way for all road users.

TfL officers would be happy to meet you at Marble Arch to discuss the operation of these signals in more detail.

Uber (1)

Question No: 2017/4382

[David Kurten](#)

LCDC have levelled some serious allegations at TfL, alleging that there was an arrangement with Uber to streamline PH licences, and that "malfeasance" by a public body took place, with licences sold for mass profit, deliberately flooding the market, without considering the impact on driver's incomes, congestion and pollution. Have you investigated these allegations?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Uber (2)

Question No: 2017/4383

[David Kurten](#)

What is the number of complaints made against Uber that were reported to TfL since they were licenced in 2012?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Uber (3)

Question No: 2017/4384

[David Kurten](#)

Do you agree with the LCDC, that Uber are in breach of private hire regulations and should never have been issued a licence back in 2012, as on 27th September 2017 at the Employment Tribunal Appeal in the High Court, Uber admitted the nearest driver accepts the booking, without knowing the destination and it is not allocated by the Operator (i.e. Uber London Ltd).

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Uber (4)

Question No: 2017/4385

[David Kurten](#)

TfL cited in their refusal to re-licence Uber, that they were not "fit and proper" and a "lack of corporate responsibility in relation to a number of issues on public safety and security". Why are they still allowed to operate during the appeal process which could take months, or more than a year to conclude?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Uber (5)**Question No: 2017/4386**

David Kurten

Are you concerned that a serious sexual assault or worse occurs during this period of Uber's appeals process, given that sexual assaults by Uber drivers reportedly increased by 50% from the previous year.

The Mayor

Officers are drafting a response which will be sent shortly.

Uber (6)**Question No: 2017/4387**

David Kurten

Why didn't TfL revoke Uber's licence before 30th Sept, given that the Private Hire Act clearly states this can be done on public safety grounds?

The Mayor

Officers are drafting a response which will be sent shortly.

Uber (7)**Question No: 2017/4388**

David Kurten

It is alleged by LCDC that Uber were licensed by TfL in breach of the PH regulations back in 2012. Will you investigate this matter?

The Mayor

Officers are drafting a response which will be sent shortly.

Uber (8)**Question No: 2017/4389**

David Kurten

Do you agree there should be a Police investigation into Uber to see if they used Greyball in London, and if they deceived law enforcement and government authorities and competitors. Will you call for criminal prosecutions of any individuals found to be involved?

The Mayor

Officers are drafting a response which will be sent shortly.

Uber (9)

Question No: 2017/4390

[David Kurten](#)

Do you recognise that the huge spike in road traffic accidents involving PH drivers is a result of drivers licensed by TfL working for Uber, who are accepting a booking without knowing the destination beforehand and following a sat nav because they are unable to plan their journey beforehand?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Uber (10)

Question No: 2017/4391

[David Kurten](#)

Do you accept that Uber drivers being reliant on interacting with their app to accept bookings whilst their vehicle is in motion, causes distraction and is a danger to their passengers and the public?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

The use of hands free phones or satellite navigation systems in cradles is not prohibited in law. These devices are used by licensed taxi and private hire drivers and are also used widely by freight and logistics operators and members of the public.

It is the duty of the driver to use any mobile/electronic device, and associated app, responsibly and in compliance with the Highway Code and associated road traffic legislation. Any misuse of such devices would be regarded as driving without due care and attention.

TfL and the police will take appropriate steps where this is found to be the case.

Uber (11)

Question No: 2017/4392

[David Kurten](#)

Do you believe that if Uber are relicensed, TfL should ensure their booking process is changed and they can only be pre-booked in advance, with the destination known beforehand and their vehicle stationary on acceptance?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Uber (12)

Question No: 2017/4393

David Kurten

To ask the Mayor, how many vehicular crashes/traffic accidents have involved Uber drivers in London over the last three years.

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

TfL receives details of personal injury road traffic collision data in accordance with the Department for Transport's national recording system, known as STATS19.

This data is completely anonymised and TfL does not receive, and is therefore unable to provide, any information relating to the employer of an individual involved in a collision.

However, TfL can provide a breakdown of the number of taxi and private hire vehicle casualties in London and the most recent provisional figures for Quarter 2 of 2017 are available on the TfL website at: <https://tfl.gov.uk/corporate/publications-and-reports/road-safety>

Uber (13)

Question No: 2017/4394

David Kurten

Is the Mayor concerned about PHV use of sat-navs, given the research being undertaken by Professor Nilli Lavie from University College London Institute of Cognitive Neuroscience. She has used experiments to show that it is not just physical objects that run the risk of distracting drivers, but the act of thinking and processing information too. This means that the very act of following a sat-nav's instructions could be enough to cause 'road blindness' and potentially cause accidents. 'Our research would suggest that focusing on remembering the directions we've just seen on the screen means that we're more likely to fail to observe other hazards around us on the road,' said Professor Lavie. 'For example an approaching motorbike or a pedestrian on a crossing, even though we may be 'looking' at where we're going.' 'The 'blindness' seems to be caused by a breakdown in visual messages getting to the brain at the earliest stage in the pathway of information flow, which means that whilst the eyes 'see' the object, the brain does not.' (<http://metro.co.uk/2012/09/29/sat-navs-could-be-dangerous-study-claims-warning-of-road-blindness-589388/>)

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

See my response to MQ 2017/4391.

Lyft (1)**Question No: 2017/4395**

David Kurten

Do Lyft hold or have applied for a PH Operators Licence?

The Mayor

*Officers are drafting a response which will be sent shortly.***Lyft (2)****Question No: 2017/4396**

David Kurten

Have TfL (LTPH) held meetings (if so, how many?) or had correspondence and phone calls with Lyft representatives over the past six months?

The Mayor

Officers are drafting a response which will be sent shortly.

Taxi and Private Hire Trade (1)

Question No: 2017/4397

[David Kurten](#)

Suburban Taxi Drivers are finding it extremely difficult to earn the London living wage after expenses and working excessive hours. This is due to TfL over saturating the market with both taxi and PH licences without carrying out a supply and demand surveys. From the 1st Jan 2018, how do you expect them to afford the new electric cab?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

TfL is currently required to issue a licence to any individual that meets the conditions for licensing in London. The significant increase in the number of private hire drivers and vehicles in recent years is causing congestion and air quality problems for London, but I do not have the power to do anything about this.

To address this, a change in the law is needed. I am actively lobbying Government for the power to cap the number of private hire vehicles in London, alongside introducing new legislation to address cross border hiring, without which any cap would ineffectual.

There are a variety of schemes in operation to help taxi owners and drivers to purchase a new zero emission capable taxi. This includes the Government's £7,500 plug-in taxi grant.

Additionally, owners of London's oldest and most polluting vehicles may be eligible for TfL's delicensing scheme which will give owners up to £5,000 to remove their vehicle from the London taxi fleet. This could then be used to purchase a new ZEC taxi.

Taxi and Private Hire Trade (2)

Question No: 2017/4398

[David Kurten](#)

The following question (Taxi Trade 1 13th July 2017) "Why has there been no economic impact assessment on any of the PH Consultations carried out by LTPH". LTPH Officers answered on your behalf "There is no statutory requirement to carry an impact assessment". Do you recognise although not a requirement, it should be the social and moral responsibility of a fair and impartial regulator to consider the financial impact their policies inflict on their licensees (stakeholders) and be taken into account before they are implemented?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

TfL's consultation on private hire regulations included an integrated impact assessment which explored the health, equality, environmental, business and economic impacts of the regulatory proposals. The consultation considered responses from a number of taxi trade bodies.

Taxi and Private Hire Trade (3)

Question No: 2017/4399

[David Kurten](#)

Has the JPN Taxi company been approached with regard to customising the JPN Taxi to London Taxi requirements to provide a viable alternative option for London cabbies, especially as the price tag is half the price of the latest electric cab in the UK?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

TfL welcomes competition in the London taxi market and for this reason TfL has engaged with a number of prospective manufacturers of zero emission capable taxis.

TfL is happy to hear from any manufacturer with a vehicle that meets the Conditions of Fitness, including the accessibility requirements.

Taxi and Private Hire Trade (4)

Question No: 2017/4400

David Kurten

Why have some taxis been told that they must pay the T charge on your 'T charge compliance checker' even though they are exempt?

<https://tfl.gov.uk/modes/driving/emissions-surcharge/compliance-checker>

The Mayor

Officers are drafting a response which will be sent shortly.

Taxi and Private Hire Trade (5)

Question No: 2017/4401

David Kurten

Do you agree that London's air quality will be improved if TfL stops granting private hire licences to diesel vehicles below Euro 6 and petrol vehicles below Euro 4 standard? Will you implement this as a proposal and state a date after which private hire vehicles must meet Euro 6 standard for diesel and Euro 4 standard for petrol?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

Yes, I agree that this will help to improve London's air quality. This is why I have not only taken action on this matter but I have gone further than the proposals you set out.

In advance of the zero emission capable requirements from 2020, all private hire vehicles licensed for the first time from 1 January 2018 must have a Euro 6 petrol or diesel engine, or a Euro 4 petrol-hybrid engine.

A Taxi and Private Hire Notice informing the trade of this change was released in January 2016 and can be viewed here: <https://tfl.gov.uk/cdn/static/cms/documents/tph-notice-ulezrequirements-jan-2016.pdf>.

Taxi and Private Hire Trade (6)

Question No: 2017/4402

David Kurten

In your answer to question 2017/3494 you spoke of introducing an enhanced assessment for private hire drivers which will include disability awareness and safeguarding as well as other safety, equality and regulatory knowledge. What is the timeline for when these new measures will come in, and will they include mandatory CCTV in PHVs?

The Mayor

Officers are drafting a response which will be sent shortly.

London Underground cleaning staff (1)

Question No: 2017/4403

David Kurten

How much money does TfL save by outsourcing their London Underground cleaning staff, rather than employing staff in-house?

The Mayor

Officers are drafting a response which will be sent shortly.

London Underground cleaning staff (2)

Question No: 2017/4404

David Kurten

Do you understand that London Underground cleaning staff have been disadvantaged by being moved from secure in-house employment to being contracted out, via an agency, and what will you do to rectify the situation?

The Mayor

Officers are drafting a response which will be sent shortly.

Hate Crime (1)

Question No: 2017/4405

[David Kurten](#)

What are the 31 separate daily figures for racially motivated, religiously motivated, Islamophobic, anti-Semitic, homophobic, disability and transphobic hate crime for each of the 31 days between 1st October 2017 and 31st October 2017?

[The Mayor](#)

Please see the attached spreadsheet in Appendix 4405.

The data was extracted from CRIS MIS & MetStats on 08/11/2017 and covers the dates of 08/05/2016 and 31/10/2017.

Hate Crime (2)

Question No: 2017/4406

[David Kurten](#)

For the period between 1st October 2017 and 30th October 2017, what specific criminal offences (e.g. assault, attempted murder, malicious communications) were committed for those crimes designated as hate crimes, and how many were in each category?

[The Mayor](#)

Please see my response to MQ 2017/4405.

Hate Crime (3)

Question No: 2017/4407

[David Kurten](#)

How many hate crimes for the period between 8th May 2016 and 31st October 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](#)

Please see my response to MQ 2017/4405.

Hate Crime (4)

Question No: 2017/4408

[David Kurten](#)

For the period between 8th May 2016 and 31st October 2017, what percentage of crimes recorded 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](#)

Please see my response to MQ 2017/4405.

Hate Crime (5)

Question No: 2017/4409

[David Kurten](#)

For the period between 8th May 2016 and 31st October 2017, what percentage of hate crimes recorded were referred to the Crown Prosecution Service, and what is this as a percentage of the total number of hate crimes recorded in that period?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

25,669 hate crimes were recorded by the MPS during this time. Of these, 2,910 were then referred to the CPS for a charging decision.

It is important to note however, that not all allegations of crime must be referred to the CPS. For example, a further 1,534 of these crimes were either charged by police without CPS referral or are on the MPS system while still under investigation.

Although matters relating to the CRIS/crime were referred to CPS and /or charged, the exact offences involved cannot be specified.

Hate Crime (6)

Question No: 2017/4410

[David Kurten](#)

How many hate crimes for the period between 8th May 2016 and 31st October 2017, were online hate crimes?

[The Mayor](#)

Please see my response to MQ 2017/4405.

Hate Crime (7)

Question No: 2017/4411

David Kurten

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

The Mayor

Please see my response to MQ 2017/4405.

Hate Crime (8)

Question No: 2017/4412

David Kurten

On 20 August 2017, Director of Public Prosecutions Alison Saunders announced a radical expansion of the Crown Prosecution Service's 'hate crime' definitions, in my view, thus further circumscribing the right of the British People to free speech.

(<https://www.theguardian.com/society/2017/aug/21/cps-to-crack-down-on-social-media-hate-says-alison-saunders>). How many hate crimes in the 'unfriendliness' category were recorded by the Metropolitan Police for the month of October 2017?

The Mayor

As indicated in my response to question 4137, there has been no change to the definition of what constitutes a hate crime and there is no such categorisation of 'unfriendliness" and therefore no data can be provided. The police record allegations of criminal behaviour, which is their job, and I find this line of questioning absurd.

Hate Crime (9)

Question No: 2017/4413

David Kurten

In MQ 2017/4137, I asked how many hate crimes in the category of 'unfriendliness' had been recorded since DPP Alison Saunders' expansion of the hate crime definitions on 2 August 2017. I note that your answer to that question did not include the figure requested. What is the figure?

The Mayor

There is no such categorisation of hate crime as "unfriendliness". Therefore no data can be provided.

Hate Crime (10)

Question No: 2017/4414

[David Kurten](#)

In answer to MQ 2017/3522, you said that daily hate crime figures will be available for the public to view from November 2017. What is the website address for this and on what date will it become available?

[The Mayor](#)

Please see the attached spreadsheet in Appendix 4414.

The data was extracted from CRIS MIS & MetStats on 08/11/2017 and covers the dates of 08/05/2016 and 31/10/2017.

Hate Crime (11)

Question No: 2017/4415

[David Kurten](#)

What were the 10 days between 1st January 2017 and 31st October 2017 with the highest number of hate crimes?

[The Mayor](#)

Please see my response to MQ 2017/4414.

Hate Crime (12)

Question No: 2017/4416

[David Kurten](#)

What is the total number of hate crimes recorded between 8th May 2016 and 31st October 2017? Of these how many were charged, how many were referred to the CPS, how many were prosecuted, how many were convicted, and how many convictions resulted in a prison sentence?

[The Mayor](#)

Please see my response to MQ 2017/4414.

Hate Crime (13)

Question No: 2017/4417

[David Kurten](#)

For the hate crimes recorded on 1st July 2016, what days did they take place and how many took place on each of those days?

[The Mayor](#)

Please see my response to MQ 2017/4414.

Hate Crime (14)

Question No: 2017/4418

[David Kurten](#)

For the hate crimes recorded on 23rd March 2017, what days did they take place and how many took place on each of those days?

[The Mayor](#)

Please see my response to MQ 2017/4414.

Hate Incidents

Question No: 2017/4419

[David Kurten](#)

How many hate incidents were recorded between 8th May 2016 and 31st October 2017

[The Mayor](#)

Please see my response to MQ 2017/4414.

London Underground Announcements

Question No: 2017/4420

[David Kurten](#)

How many staff have been taken aside to 'have a talk' for using the phrase 'ladies and gentlemen' on the London Underground?

[The Mayor](#)

TfL serves a vibrant, diverse and multicultural city, and provision of an inclusive transport service is at the heart of TfL's purpose. I am aware, however, that some customers may not relate to or feel comfortable with the way that certain station announcements have been made in the past. I am keen that TfL addresses these concerns by making gender-neutral announcements.

TfL has therefore made a commitment to move away from gender-specific phrases like 'ladies and gentlemen', towards a gender-neutral alternative such as 'good morning/good afternoon everyone'.

TfL continues to brief its staff on this, though from time to time, well-meaning staff may still use the term 'ladies and gentlemen'. Where this happens, staff are reminded of the changes as part of regular team or similar meetings.

Common Purpose (1)

Question No: 2017/4421

[David Kurten](#)

What are the names of the people who have received Common Purpose training in the Metropolitan Police?

[The Mayor](#)

I am unable to provide this information, since to do so would breach the Data Protection Act.

Common Purpose (2)

Question No: 2017/4422

[David Kurten](#)

What are the names of the people who have received Common Purpose training in TfL?

[The Mayor](#)

I am unable to provide this information, since to do so would breach the Data Protection Act.

Common Purpose (3)

Question No: 2017/4423

[David Kurten](#)

What are the names of the people who have received Common Purpose training in the London Fire Brigade?

[The Mayor](#)

I am unable to provide this information, since to do so would breach the Data Protection Act.

Gender Recognition Act (1)

Question No: 2017/4424

[David Kurten](#)

If the government's Gender Recognition Act becomes law, male and female toilets will essentially become obsolete. Have you made plans to convert toilets in TfL and Metropolitan Police facilities to become 'gender neutral'?

[The Mayor](#)

I welcome the announcement by the Government that they are to embark on a review of the Gender Recognition Act 2004. I look forward to contributing to this consultation and urging the Government to ensure that they listen to the voices of all trans communities, and to act without any further delay on their concerns.

Gender Recognition Act (2)

Question No: 2017/4425

David Kurten

What other plans have you made for the implementation of the forthcoming Gender Recognition Act in London?

The Mayor

I welcome the announcement by the Government that they are to embark on a review of the Gender Recognition Act 2004. I look forward to contributing to this consultation and urging the Government to ensure that they listen to the voices of all trans communities, and to act without any further delay on their concerns.

Slade Green

Question No: 2017/4426

David Kurten

Why is Slade Green not mentioned on TfL's list of London Communities? Will you add Slade Green to this list?

The Mayor

Officers are drafting a response which will be sent shortly.

Crossrail

Question No: 2017/4427

David Kurten

Are there any plans to extend Crossrail to Belvedere, Erith, Slade Green and Dartford?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

A partnership which includes TfL, the London Borough of Bexley and local authorities in Kent is currently investigating options to increase rail capacity and connectivity in south east London and Kent to support housing and economic growth.

A potential extension of the Elizabeth line, which could serve Belvedere, Erith, Slade Green and Dartford, is one of the options being considered by the partnership. Any scheme should be Government-led and would need to be affordable, offer value for money and be technically feasible. The initial work exploring these potential options is due to be submitted to the Government next year.

New Housing (1)

Question No: 2017/4428

[David Kurten](#)

The London Borough of Bexley's housing plan includes 8,000 new homes in Slade Green, 6,000 new homes in Erith and 8,000 new home in Belvedere. Have any of these plans crossed your desk? Given the size of the plans, will they need your approval, in order to proceed?

[The Mayor](#)

Bexley Riverside is a designated Opportunity Area in the London Plan where there is potential for significant new development. My officers are supporting Bexley Council in preparing a growth strategy for the area, and my Deputy Mayor for Planning, Regeneration and Skills has been briefed on it. The Bexley Local Plan is required to be in general conformity with the London Plan, and when it is published will be sent to me for comment.

New Housing (2)

Question No: 2017/4429

[David Kurten](#)

Do you think it is wrong to demolish existing, stable communities in high-quality terraced housing, such as those around Slade Green Station in order to build new blocks of flats?

[The Mayor](#)

I understand the concern over demolition of existing housing in Slade Green is based on a misunderstanding of the proposals in Bexley's recently published Growth Strategy. No such proposals have been made.

Change of Lexicon on TfL services

Question No: 2017/4431

[Jennette Arnold](#)

A constituent has written asking that the London Underground refer to all "passengers" as "passengers", and not "customers." He believes that this "would cost nothing and would strike a small rhetorical blow against the prevailing ideology." What does the Mayor think of this proposal?

[The Mayor](#)

TfL serves a vibrant, diverse and multicultural city and is fully committed to providing excellent customer service. The language that TfL employs needs to be as inclusive as possible to the millions of people using its services each day.

The terms "passengers" and "customers" are used interchangeably depending on the circumstances of the announcement being made. TfL is aware of the need for its staff to remain customer focused at all times, including when making public announcements.

EU teachers

Question No: 2017/4432

[Jennette Arnold](#)

Do you know how many teachers from the EU are currently working in London schools? What are the figures of each London borough?

[The Mayor](#)

Please refer to my previous response to MQ 2017/1759 for the London level data. The Department for Education cannot provide borough level figures. However, GLA officers will work with the ONS to seek updates to the data supplied from this source in MQ 2017/1759 and send to you.

My submission to the Migration Advisory Committee's recent call for evidence on the economic and social impacts of the UK's exit from the European Union cites concerns raised by London's schools. In particular, that any future restrictions on EEA migration could have a significant impact on recruitment and retention of staff, at a time when schools are already facing major challenges in these areas.

Teacher pupil ratios

Question No: 2017/4433

[Jennette Arnold](#)

Do you know what the ratios are between teachers and pupils in each London borough for the past five years?

[The Mayor](#)

Based on the Department for Education's schools workforce data, the Pupil: Teacher Ratio figures are as below for each London borough for the past five years. Also included are the inner and outer London and England ratios

	2011	2012	2013	2014	2015	2016
City of London	15.8	17.8	13.0	13.9	13.6	19.3
Camden	17.1	15.7	16.1	14.0	14.6	15.1
Greenwich	17.0	17.4	16.0	16.1	15.7	16.5
Hackney	18.2	15.0	15.2	14.9	14.7	14.7
Hammersmith and Fulham	16.8	16.6	14.7	14.3	14.2	14.5
Islington	16.9	16.4	15.2	14.9	15.2	15.5
Kensington and Chelsea	17.0	16.7	14.8	14.6	14.6	14.3
Lambeth	16.5	16.3	15.4	15.3	15.0	15.3
Lewisham	20.0	21.0	18.5	17.6	17.3	17.1
Southwark	17.7	18.6	17.5	16.6	16.5	15.6

Tower Hamlets	15.2	15.6	14.2	14.0	14.3	14.4
Wandsworth	16.1	15.6	14.4	14.5	14.4	14.5
Westminster	15.3	15.0	13.8	12.9	13.7	15.3
Barking and Dagenham	18.5	18.4	16.8	17.1	17.5	17.1
Barnet	16.6	16.7	15.9	16.0	16.8	16.6
Bexley	18.5	18.7	18.2	17.8	18.0	19.1
Brent	17.1	17.3	16.9	16.8	16.1	16.4
Bromley	18.6	18.4	18.7	17.9	17.2	17.5
Croydon	18.5	18.4	17.1	17.7	18.6	18.6
Ealing	18.2	18.3	17.0	17.0	17.4	17.6
Enfield	17.2	17.1	16.2	16.2	16.9	16.7
Haringey	16.7	17.5	17.7	16.1	16.4	16.1
Harrow	18.1	17.9	16.9	17.3	17.1	17.1
Havering	18.3	18.3	17.0	17.2	17.6	17.4
Hillingdon	17.8	18.0	17.2	17.1	17.4	17.6
Hounslow	17.9	17.8	16.3	16.4	16.8	17
Kingston upon Thames	17.3	17.4	17.1	17.0	17.2	17.2
Merton	19.5	19.1	17.0	17.0	16.9	18.3
Newham	17.8	17.5	15.0	15.5	15.6	15.8
Redbridge	17.6	17.6	16.7	16.8	16.9	17.2
Richmond upon Thames	19.5	18.7	17.3	17.3	17.8	18.3
Sutton	17.7	17.8	17.4	17.2	17.1	17.5
Waltham Forest	18.1	18.2	16.8	16.0	16.0	16.5
Inner London	17.0	16.8	14.9	15.1	15.2	15.3
Outer London	17.9	17.9	16.9	16.9	17.1	17.3
England	17.8	17.7	17.2	17.1	17.4	17.6

This data highlights higher Pupil: Teacher ratios in Outer than in Inner London. These ratios both tend to be lower than the England average.

Equality Impact Assessment on Oxford Street Pedestrianisation

Question No: 2017/4434

[Jennette Arnold](#)

Could the Mayor confirm whether an Equality Impact Assessment (EIA) was undertaken on the plans to pedestrianise Oxford Street. If yes will he agree to publish the EIA and any mitigations resulting from it?

[The Mayor](#)

The transformed Oxford Street will create a new pedestrian environment that is more inclusive for everyone.

TfL and Westminster City Council are conducting an ongoing equality impact assessment on the project. This is a live document that is updated as the project develops. They have also appointed independent consultants to provide expert advice on inclusive design. The plans are regularly scrutinised by a technical review group of stakeholders, including representatives of older and disabled people.

A summary of the current status of this work was published on 6 November as part of the materials for the second consultation on the project and is available at:

https://consultations.tfl.gov.uk/roads/oxford-street/user_uploads/accessibility-impacts.pdf

Safeguarding Crossrail 2 route

Question No: 2017/4436

[Leonie Cooper](#)

A constituent has asked what discussions has the Mayor had with the Secretary of State for Transport regarding safeguarding for the Crossrail 2 route? What reassurances can he give to my constituents in the as-yet unsafeguarded section in Wimbledon and Raynes Park?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Latchmere Road

Question No: 2017/4437

[Leonie Cooper](#)

The current pedestrian crossing existed when the former school building was a school, but doesn't currently match most pedestrian traffic as most of those who want to cross wish to enter the Shaftesbury Park estate at Sabine Road or continue down Latchmere Road. A constituent has written to ask if the pedestrian crossing on Latchmere Road, between the railway bridge and Lavender Hill, could be moved further down the hill nearer to the pub?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Latchmere Road (2)

Question No: 2017/4438

[Leonie Cooper](#)

There is a perception that the position of the crossing is increasing rat-running with cars avoiding having to stop on the hill by taking a left down Heathwall Street to head up Theatre Street or Eland Road, would traffic restricting measures be possible on the affected roads?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Energy Bills

Question No: 2017/4439

[Leonie Cooper](#)

In MQ [2016/4336](#) in December 2016 you committed to "providing [information] to Londoners on reducing their energy bills (MQ 2016/4336) via the GLA website will also include details on the benefits of switching and how Londoners can compare energy prices to get the best deal". Did this in fact happen? What steps will you take to encourage Londoners to shop around for the best deal on their energy bills this winter?

[The Mayor](#)

Large numbers of Londoners are on prepayment meters, and the energy tariff switching rate in London is low compared to other regions. In order to offer Londoners fairer bills, I am tendering for the delivery of an energy supply company and am also working with energy suppliers to ensure smart meters are rolled out more quickly to enable Londoners to move away from prepayment meters and make switching easier.

Whilst the energy company is being established, I will encourage people to switch energy supplier to seek a better deal and am consulting on the best approach to engage with groups less inclined to switch in my draft London Environment Strategy. I will consider a wide range of communication methods including the GLA website.

Biomethane schemes

Question No: 2017/4440

[Leonie Cooper](#)

Will you support the development of further biomethane to grid schemes in London, such as that recently opened in Dagenham?

[The Mayor](#)

The biomethane gas produced by anaerobic digestion schemes like the plant in Dagenham can be cleaned up and injected into the gas network to displace natural gas. This 'green' gas currently only accounts for under 1% of current UK gas demand but will play an increasingly important role, alongside a wide range of other low carbon energy sources, in helping reach my goal of London becoming zero carbon by 2050. The new plant in Dagenham is helping create new jobs and provides enough green gas for over 10,000 homes.

My draft London Environment Strategy requires London boroughs to provide a separate food waste collection to all kerbside properties. This should also be provided to all flats where possible. Where this increase in food waste collection leads to a lack of anaerobic digestion capacity in particular areas of London - as set out in my answer to MQ 4446 - I would welcome planning applications for anaerobic digestion plants coming forward.

Clean Growth Strategy

Question No: 2017/4441

[Leonie Cooper](#)

Will you be responding to the Government's Clean Growth Strategy? Can you ensure any response is made available on the GLA website?

[The Mayor](#)

Yes, GLA officers are currently reviewing the Government's Clean Growth Strategy (CGS) and I will be writing to the Department of Business Energy and Industrial Strategy with my response. I would be happy to share this with the Environment Committee and to include appropriate feedback on the GLA website.

Smart London Board

Question No: 2017/4442

[Leonie Cooper](#)

How often has your Smart London Board met in 2017? Will you make all papers of their meetings available on the GLA website?

[The Mayor](#)

The Smart London Board meets quarterly, and has met three times in 2017. New board members have recently been recruited, and we will publish public summaries of their meetings, and all papers that we have the permission of the contributor, on the GLA website once all members have agreed to the board's terms and conditions.

Smart London Board (2)

Question No: 2017/4443

[Leonie Cooper](#)

What work is your Smart London Board undertaking to achieve your environmental goals for London?

[The Mayor](#)

The Smart London Board is not given a budget to commission reports and projects. Their mission is to shape the vision and strategy for London's smart cities agenda and investment in data infrastructure.

At the Smart London Board meeting in October 2017, the board invited Shirley Rodrigues, Deputy Mayor for Environment and Energy, to present my draft environmental strategy. The board resolved to not restate high-level commitments in the statutory strategies in their work, but use them as starting points for more detailed commitments and convening.

Decentralised Energy Generation

Question No: 2017/4444

[Leonie Cooper](#)

How are you working with London's distribution network operator, UK Power Networks, to support the growth of decentralised energy generation in London, and the roll out of electric vehicle charging infrastructure?

[The Mayor](#)

UK Power Networks is a key stakeholder for both our short and long-term energy planning work. Though the development of the draft London Environment Strategy evidence base we have worked closely with UKPN to ensure that our projected growth in decentralised energy is reflected within the forecasts of the network planning team at UKPN.

UKPN were also involved in the development of the 2016 TfL study on the infrastructure impacts of electric vehicles, and my officers are continuing to work with both TfL and UKPN to evaluate how we can improve the effectiveness of London's power networks. TfL and UKPN are feeding into a successor study the GLA has commissioned, reviewing London's zero carbon infrastructure pathways and the GLA, UKPN and TfL have set up a power systems working level group to ensure better planning.

Select Committees

Question No: 2017/4445

[Leonie Cooper](#)

What responses have you made to House of Commons select committees inquiries in 2017? Are these responses all published on the GLA website?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

I have responded to the following House of Commons select committee inquiries in 2017:

Airports National Policy Statement - Transport Committee - April 2017 and November 2017

Relaunched Joint Inquiry on Improving Air Quality - Environment Food and Rural Affairs Select Committee - November 2017

I do not publish my Select Committee submissions on london.gov.uk as, once submitted, the evidence becomes the property of the relevant Select Committee. Select Committees publish submissions they receive on the Parliament website.

Anaerobic digestion plants

Question No: 2017/4446

[Leonie Cooper](#)

Have you evaluated the potential for micro and small scale anaerobic digestion plants in London? How is LWaRB supporting such projects?

[The Mayor](#)

I support the use of anaerobic digestion (AD) generating renewable energy from London's organic food waste. The GLA's Decentralised Energy Capacity study (2011) estimated using anaerobic digestion to generate energy from all London's available food and green garden waste could contribute around 1 per cent of London's total energy demand. Small scale and micro AD was not specifically evaluated.

In July this year my Deputy Mayor for Environment and Energy Shirley Rodrigues opened a new large scale anaerobic digestion facility (Re:Food) in Dagenham. The London Waste and Recycling Board has invested in two large scale anaerobic digestion plants in London but to date no proposals for micro AD have come forward. Any future proposals would be considered on merit.

RE:NEW programme

Question No: 2017/4447

[Leonie Cooper](#)

Has Capita's contract to manage your RE:NEW programme, which was scheduled to terminate in July 2017, been renewed, and if so, for how long?

[The Mayor](#)

Capita's contract to provide the RE:NEW Support Team has been extended from July to 31 December 2017. There are many high-value projects still in the pipeline which will increase carbon emissions reduction which can be delivered in this extended timeframe. This has been formally agreed by the European Investment Bank, which provide 90 per cent of the programme's funding.

Communal heating consumer survey

Question No: 2017/4448

[Leonie Cooper](#)

When will you publish the results of your communal heating consumer survey?

[The Mayor](#)

I aim to publish the results of my Residential CHP Customer Survey this winter.

Communal heat networks

Question No: 2017/4449

[Leonie Cooper](#)

How many communal heat networks are there in London? How many are these are members of the Heat Trust?

[The Mayor](#)

There is no single record of the number of heat networks in London. BEIS estimated that in 2013, London had 920 heat networks, representing 55% of all those in the UK.

The Heat Trust currently has 51 registered heat networks of which 41 are in London. The Trust is currently assessing a further nine applications which would bring the total registered in London to 50. My draft London Environment Strategy recognises that it is critical heat networks standards such as the Heat Trust are developed to ensure high-levels of customer service.

District Heating Network Delivery Body

Question No: 2017/4450

[Leonie Cooper](#)

Will your District Heating Network Delivery Body for London be established in time to access the Government's current £320m heat networks fund?

[The Mayor](#)

My draft London Environment Strategy recognises the more direct role I could have in the delivery of heat networks and that I will consider the establishment of a District Heating Network Delivery Body. I will determine a timetable to consider forming such a body following the launch of my strategy next year.

Decentralised Energy

Question No: 2017/4451

[Leonie Cooper](#)

What are your plans and targets regarding Decentralised Energy in London?

[The Mayor](#)

As I set out in my draft London Environment Strategy district energy systems and renewable energy sources could supply 15 percent of London's total energy demand by 2030.

I am supporting the development of new district energy networks and renewable energy projects through my Decentralised Energy Enabling Programme (DEEP) that runs to September 2019. DEEP provides a framework of strategic, technical, commercial, financial and legal support from which local authorities and other stakeholders can call off services to help them develop decentralised energy projects which, subject to GLA agreement, will be funded by DEEP.

Further solar capacity will be delivered through the activities set out in my draft Solar Action Plan. My ambition is for London, with support from businesses, Londoners and local and national government, to install 2 gigawatts (GW) of solar energy generation by 2050. It is estimated that my proposed programmes alone will double London's existing solar energy generation capacity to around 200 MW by 2030. As a first step, I have launched the first round of funding of my Community Energy Fund which will provide community solar projects with up to £15,000 for essential project development. I have also asked the GLA group to map the full potential for solar energy generation on their estates in 2018 and maximise the potential to install solar energy generation.

London Economic Action Partnership's energy strategy

Question No: 2017/4452

[Leonie Cooper](#)

How will be supporting the London Economic Action Partnership's energy strategy work?

[The Mayor](#)

My draft London Environment Strategy sets out a proposed energy strategy for London, and my officers are leading on LEAP's energy strategy work supported by Government. The details of this will be confirmed shortly.

GLA officers are also in discussion with central Government and other Local Enterprise Partnerships (LEPs) in the South East to see how London can best work with other regions to further develop our energy strategy.

TfL energy/carbon strategy

Question No: 2017/4453

[Leonie Cooper](#)

TfL have stated that they are developing a strategy for energy cost and carbon reduction. How and when will this strategy be made public?

[The Mayor](#)

The process is expected to take until the end of this financial year to complete. Following this, TfL will publish the strategy.

Mayoral Advisory Boards

Question No: 2017/4454

[Leonie Cooper](#)

Could you please list all Mayoral Advisory Boards currently in place, where appropriate, will papers of all meetings of these Boards be made available on the GLA website in a timely manner?

[The Mayor](#)

Listed below are key boards that have as a major part of their remit the giving of advice to the Mayor:

Board	Papers published?
Cultural Leadership Board	Each set of minutes will be published once ratified by the new Board
London Food Board	Papers and minutes to be published from the new year
London Health Board	Agendas and public meeting records published
Homes for Londoners	Papers and minutes published
London Economic Action Board	Papers and minutes are published for the Board, its two sub-committees and the Royal Docks Enterprise Zone Programme Board
London Strategic Migration Partnership Board	Minutes are published
Mayor's Business Advisory Board	The Board meets under Chatham House rules and papers are not published
Night Time Commission	The first meeting was on 13 October. The minutes of the Commission will be published once approved and in a timely fashion after each meeting.
Skills for Londoners	Papers and minutes published.
Smart London Board	Papers and minutes to be published from the new year

Fuel Poverty Partnership

Question No: 2017/4455

[Leonie Cooper](#)

When will you be launching your new Fuel Poverty Partnership for London?

[The Mayor](#)

The Fuel Poverty Partnership will be launched in the new year and bring together key stakeholders from sectors including local government, social housing, landlords, tenants, health, social care, academia, charities, energy suppliers and energy efficiency.

Energy Efficiency Fund

Question No: 2017/4456

[Leonie Cooper](#)

When will the Mayor's Energy Efficiency Fund be launched? Will the Microloan fund be open to London community energy groups?

[The Mayor](#)

The Mayor of London's Energy Efficiency Fund will be launched next year. Contractual documentation with the preferred bidder to manage the fund is currently being finalised.

Separately, I have already launched the London Community Energy Fund which offers grants of up to £15,000 to help get community energy projects off the ground. The first phase will support the development of community solar projects. The application deadline for community groups to apply for support is the 24th November.

Advertising on the TfL estate

Question No: 2017/4458

[Tom Copley](#)

Are you concerned that Russia Today, which is widely viewed as the propaganda arm of the Kremlin, are advertising on the TfL estate?

[The Mayor](#)

Please see my answer to question MQ 2017 /4201.

TfL fee structure for private hire operators

Question No: 2017/4459

[Tom Copley](#)

I agree that charges for private hire operators should reflect the number of vehicles they have. However, I am concerned that the steep rises in fees for smaller operators will put them out of business. Will you ask TfL to revise the fees structure to place a lower burden on smaller operators?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Extending rail discounts to Oyster cards

Question No: 2017/4460

[Tom Copley](#)

Some national railcard discounts can be added to Oyster cards but not currently to contactless payment cards. Is there any technical impediment to TfL extending these discounts to contactless cards and are there plans to do so in future?

[The Mayor](#)

TfL appreciates the potential customer benefits of this idea, which is technically feasible.

The contactless system currently only recognises full adult fares. Enabling railcard discounts to be added to contactless payment cards would require major enhancements to TfL's contactless system at a considerable cost.

As railcard discounts can already be added to Oyster cards, there are currently no plans to develop the system to recognise these discounts on contactless payment cards.

Development effort is currently focussed on the Elizabeth line and the essential work needed to support the extension of Oyster and Contactless at the stations out to Reading in 2019.

New railcard for 26-30 year olds

Question No: 2017/4461

[Tom Copley](#)

The Rail Delivery Group have announced a new railcard for 26-30 year olds which will launch next year. Will you commit TfL to ensure that it can be linked to Oyster when it launches in the same way that 16-25 railcards can be?

[The Mayor](#)

TfL understands that the Rail Delivery Group aims to trial a new railcard for 26-30 year olds during 2018, though no public announcement has as yet been made.

TfL has indicated that it will be happy to participate in the trial, including linking the new discount to Oyster cards in the same way as the 16-25 railcard.

TfL understands that the trial is likely to be limited to 10 000 people spread across the UK, so the impact on London will be limited.

Rotherhithe to Canary Wharf Bridge

Question No: 2017/4462

[Tom Copley](#)

In March 2017 Alex Williams, Acting Managing Director of Planning at TfL, said: "The tendering for a design and build contract for the bridge will begin later this year as planned." Can you provide an update on this process?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

Earlier this year TfL reviewed the arrangements for obtaining the necessary powers and consents for the scheme. This concluded that applying for an Order under the Transport and Works Act (1992) (TWAO) is the most appropriate approach for a new river crossing at this location. This change brought about the review of a number of other aspects of the project, such as the proposed consultation arrangements and the planned appointment of a design and build contractor.

TfL has begun a two-stage consultation, the first stage of which focuses on the option selection. It commenced on 8 November 2017. Based on the outcomes of this consultation, TfL will determine the most appropriate type of crossing and continue to develop more detailed designs for further consultation in 2018, prior to a consents application in 2019.

TfL will lead the development of the design and the appointment of a main contractor will take place later in the process.

The new arrangements were reported to TfL's Programme Investment Committee on 13 October 2017. A copy of the paper can be found here: <http://content.tfl.gov.uk/pic-20171013-agenda-item10.pdf>

TfL has also advised all organisations that responded to the Prior Information Notice regarding the scheme of the new arrangements.

The City's Physical Barriers

Question No: 2017/4463

[Tom Copley](#)

Following [MQT 2016/1521](#), can you update me on your work to identify areas with poor transport connectivity and what you are doing to improve them?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

The evidence base for my draft Transport Strategy reports on the work done to identify areas where poor transport connectivity hinders Londoners' ability to travel quickly, reliably and affordably around the entire city.

Areas with poor connectivity include parts of inner east London, outer east London, the Upper Lea Valley, south west London and south London. My Transport Strategy will set out the required measures for each of these areas, including improved cross river walking, cycling and public transport connectivity. For example, TfL has been developing plans for a new crossing between Rotherhithe and Canary Wharf to provide a better connection for pedestrians and cyclists between south and east London. A public consultation is currently underway for this crossing.

My draft Strategy also sets out proposals to improve interchanges and 'orbital' connectivity, bus connectivity, a strategic cycling network and street networks for active travel. In addition, it sets out proposals to improve the accessibility of the public transport system, improving connectivity for disabled and older people.

Passenger Numbers on Buses

School Walking Routes (1)

Question No: 2017/4464

[Tom Copley](#)

In MQT [2016/1522](#) you said, "I am determined to help more children build exercise into their daily routine in this way, which is why support GLA and TfL work to examine current patterns in walking to school in detail. This analysis will map walking levels across London against air quality, road safety and street layout information to develop a clear picture of the current situation that will form the basis of a future programme in this area". Will you publish the analysis and confirm what your future programme in this area will be?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

School Walking Routes (2)

Question No: 2017/4465

Tom Copley

In MQT [2016/1522](#) you said, "I will use this analysis to determine where City Hall and TfL funds can best be invested to get more young people walking to and from school in order to bring the many benefits this will deliver to the widest range of young people that I can". Please outline what actual/proposed funding to get more young people walking to and from school the GLA & TfL have spent, or propose to spend, between 2016/17 and 2020/21. Please break down by financial year.

The Mayor

Officers are drafting a response which will be sent shortly.

Reduce street and pavement clutter (1)

Question No: 2017/4466

Tom Copley

How many kilometres of pedestrian guard rail were there on the TfL network in May 2016? How much is there now?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 16/11/2017

In May 2016 there was 98km of pedestrian guardrail on the Transport for London Road Network. There is currently 96km.

Rail Devolution

Subject: Reduce street and pavement clutter (1)

Question No: 2017/4467

Tom Copley

In MQT 2016/1527 you said, "Decluttering is now considered to be business as usual for TfL, with a third of its road network reviewed each year against TfL's Streetscape Guidance (<http://content.tfl.gov.uk/streetscape-guidance.pdf>). Any necessary action is then taken either through ad hoc works or through inclusion in the next upgrade of the area, whichever is the most cost effective option". Please outline what decluttering action has been taken since May 2016 by TfL?

The Mayor

Officers are drafting a response which will be sent shortly.

Subject: Rail Devolution**Question No: 2017/4468**[Tom Copley](#)

On 14th October 2016, you presented the Secretary of State for Transport with the business case for the further devolution of London's suburban rail services to Transport for London (TfL). What response, if any, have you received from the Secretary of State?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 16/11/2017

After the business case was provided, TfL staff met with Department for Transport counterparts to answer detailed questions.

I subsequently met with the Secretary of State on 5 December and he assured me that the business case was being carefully considered. However, the following day he wrote to me to reject the proposal, breaking the commitment made by his predecessor. There was vocal and widespread criticism of this decision from across the political spectrum, within and outside London, and from business and passenger groups.

More recently, the report by Chris Gibb into the issues experienced on the Thameslink Southern Great Northern (TSGN) franchise has been published. The report made a compelling case for Great Northern suburban services operating to/from Moorgate to transfer to TfL before the end of the current TSGN franchise in 2021, and also for a decision on whether to transfer Southern suburban services in 2021 to be taken by 2019. My officers continue to discuss those recommendations with the DfT

I will continue to make the case for devolution of suburban rail services in London and I ask for the continued support of the Assembly. The success of London Overground demonstrates that TfL can significantly improve reliability and customer service when powers are devolved.

Bus Operators

Subject: TfL Suppliers**Question No: 2017/4469**[Tom Copley](#)

In MQT 2016/1539 you said, "TfL will refresh its guidance on how not-for-profit and mutual operators can qualify as suppliers and help identify tender opportunities that may be more closely related to their core businesses". Can you update me on this work, given the September 2017 version of the [Supplier Guide](#) does not mention either?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Subject: Bus Operators**Question No: 2017/4470**[Tom Copley](#)

How many bus operators are there in London? How many of them are not-for-profit or mutual bus operators?

[The Mayor](#)

There are 20 bus operators providing contracted route services to TfL in London. One of these, CT Plus, is a not-for-profit organisation.

zero emission car clubs

Accessible Bus Stops**Question No: 2017/4471**[Tom Copley](#)

Can you confirm that 95% of bus stops are now accessible? Furthermore what plans, if any, do you have to increase that number to 100%?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Subject: Traffic Levels in 2041**Question No: 2017/4472**[Tom Copley](#)

The DfT produces data on "[Road traffic \(vehicle miles\) by vehicle type in London](#)". What do you expect the figures to be in 2041, given the effects of your draft Mayor's Transport Strategy?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Subject: zero emission car clubs

Question No: 2017/4473

[Tom Copley](#)

Your draft Mayor's Transport Strategy says you will be "supporting zero emission car clubs (where appropriate)". Can you provide further details on what the caveat means?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 16/11/2017

My draft Transport Strategy provides support for car clubs where there is a noticeable reduction in private car ownership and more active travel.

Where appropriate to a borough's local circumstances, Transport for London encourages the deployment of parking bays for car clubs, especially for Ultra Low Emission Vehicles (ULEVs).

The biggest potential for car clubs is as part of a package of measures to promote sustainable travel, such as car-free developments. They could also play an important role in areas of London that are less accessible by providing access to a car for households, without needing to own a vehicle. This will ensure essential car journeys are made in the cleanest vehicles possible, such as ULEVs.

I support the London Car Club Strategy target of having 50 per cent of the car club fleet as ULEVs by 2025. Some Go Ultra Low City Scheme funding is being used to provide charging infrastructure to help car club operators on their ULEV fleet ambitions and TfL and London Councils continue to work with car clubs to support this goal.

Policing on the TfL Network (1)

Subject: Car Clubs in the London Plan

Question No: 2017/4474

[Tom Copley](#)

Your draft Mayor's Transport Strategy says, "Providing shared access to a car club instead of private parking bays in a new development (or in an existing residential street) is just one example of how car dominance can be reduced and space freed up for other infrastructure to support active travel". Will you be making this a requirement for all new developments in your forthcoming London Plan?

[The Mayor](#)

You are right that my draft Transport Strategy seeks to facilitate a reduction in car dominance in London. My forthcoming draft London Plan will be aligned closely with this objective.

Reduced parking provision will play a significant role in reducing car dominance. It can facilitate higher-density development and support the creation of mixed and vibrant places that are designed for people rather than vehicles. My draft Plan will make clear how the provision of car club spaces could in some places be considered appropriate in lieu of private parking in new developments, catering for infrequent car trips and helping reduce the dominance of vehicles.

Car Clubs

Subject: Car Clubs

Question No: 2017/4475

[Tom Copley](#)

In June 2016, you said "I will look at what further support can be offered to car clubs and how to enhance TfL's Car Club Strategy". Can you outline what support you have offered and when an enhanced car club strategy will be published?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Subject: Local Implementation Plans

Question No: 2017/4476

[Tom Copley](#)

How much money is TfL committing to their Local Implementation Plans across the period of the current business plan from 2017/18 to 2022/23? Please break down the figures by financial year.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Subject: River Passenger Traffic (1)

Question No: 2017/4477

Tom Copley

The River Action Plan aims to double the number of people using river services from six million in 2013 to 12million by 2020. Please provide details on the number of river passengers for 2012/13 to 2016/17 and estimates for 2017/18 to 2022/23, which covers your current TfL business plan. Please breakdown the figures into River Bus, River Tours & Woolwich Ferry.

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

TfL does not breakdown river passenger forecasts between the three types of service. An estimated yearly total is included in the table below.

	2012/ 13	2013/ 14	2014/ 15	2015/ 16	2016/ 17	2017 /18	2018 /19	2019 /20	2020 /21	2021 /22	2022 /23
River Bus	2,809,221	3,442,700	3,827,478	3,794,296	4,058,708						
River Tours (including charters)	1,358,023	3,019,600	4,448,510	4,775,569	4,699,693						
Woolwich Ferry	2,110,000	1,948,900	1,746,680	1,730,999	1,861,722						
Total	6,277,244	8,411,200	10,022,668	10,300,864	10,620,123	11M	11M	12M	12M	12M	12M

River Passenger Traffic (2)

Subject: River Passenger Traffic (2)

Question No: 2017/4478

[Tom Copley](#)

At the June 2016 Plenary you said, "I plan to look at what else can be done to exceed this target [12m by 2020]". Can you update me on what steps you have taken to increase the number of passengers using the river?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

My draft Transport Strategy includes a target for 80 per cent of journeys in London to be made by public transport, walking or cycling. The river will play a key role in helping to meet this target and my draft Transport Strategy outlines a number of proposals to realise the full potential of the Thames. These include working with developers to introduce new piers (such as Battersea Power Station Pier which opened earlier this month) and exploring the feasibility of additional river services to east London.

I have also launched the Thames and London Waterways Forum, which brings together the London Waterways Commission and River Concordat. This forum will help promote river priorities set out in my Transport Strategy. The Thames and London Waterways Forum is overseen by a Steering Group chaired by Val Shawcross, my Deputy Mayor for Transport.

Working Conditions in the Private Hire Industry

Subject: Policing on the TfL Network (1)

Question No: 2017/4479

[Tom Copley](#)

How much funding was provided by TfL to the BTP, MPS & City of London Police in every financial year from 2012/13 to 2016/17?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 16/11/2017

The table below sets out the financial contribution that Transport for London has made to the British Transport Police, Metropolitan Police Services and City of London Police in each financial year from 2012/13 to 2016/17.

	£m				
	2012/13	2013/14	2014/15	2015/16	2016/17
British Transport Police	70.3	71.7	72.9	74.5	72.9
Metropolitan Police Service	92.5	94	90.7	92.5	92.8
City of London Police	1.2	1.2	1.3	1.8	1.7

Policing on the TfL Network (2)

Subject: Policing on the TfL Network (2)

Question No: 2017/4480

[Tom Copley](#)

What funding do you plan to provide over the course of this current TfL business plan to 2022/23? Please break down by financial year.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 16/11/2017

TfL business planning process is underway, so final figures for the next five years are still being finalised. TfL and its policing partners are working closely on the detail and all the organisations involved are committed to continuing to identify efficiencies and provide the best possible value to London.

Policing on the TfL Network (3)

Subject: Policing on the TfL Network (3)

Question No: 2017/4481

Tom Copley

How many warranted officers, Police Community Support Officers (PCSOs), traffic wardens or police staff were provided in every financial year from 2012/13 to 2016/17 under this funding? Please break down this figure by BTP, MPS & City of London Police.

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 16/11/2017

The table below shows the number of officers funded by Transport for London in 2012/13 to 2016/17 broken down by police force - British Transport Police (BTP), Metropolitan Police Service (MPS) and City of London Police (CoLP).

	Rank	2012/13	2013/14	2014/15	2015/16	2016/17
BTP	Police Officers	791	791	791	848	848
	PCSOs	139	139	133	129	129
	Police Staff*	232	232	232	256	256
MPS	Police Officers	966	989	951	957	957
	PCSOs / TWs	634	634	644	644	644
	Police Staff**	79	82	74	74	69
CoLP	Police Officers	21	24	24	28	28
	PCSOs	0	0	0	0	0
	Police Staff	1	5	5	5	5

*TfL funds dedicated criminal justice staff posts in both BTP and the MPS.

** BTP and MPS/CoLP are covered by different funding arrangements. For the BTP, TfL directly funds posts which provide frontline operational support functions including intelligence analysts, detention officers, duty management teams, CCTV analysts, and training and business support functions (such as HR, finance and performance management). With the MPS, wider staff support services are covered in a non-dedicated arrangement and charged via the overhead support charge on an officer per capita basis.

Policing on the TfL Network (4)

Subject: Policing on the TfL Network (4)

Question No: 2017/4482

[Tom Copley](#)

How many warranted officers, Police Community Support Officers (PCSOs), traffic wardens or police staff do you expect to be provided over the course of this current TfL business plan to 2022/23? Please break down this figure by BTP, MPS & City of London Police and by financial year.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 16/11/2017

TfL Business Plan is being finalised so final resource numbers for the next five years have not been confirmed. TfL and its policing partners are working together on this.

Bus Driver's Pay

Subject: London Living Wage Audit (1)

Question No: 2017/4483

[Tom Copley](#)

In October 2016 you discovered that some Transport for London subcontractors were being paid less than the London Living Wage. You tasked your eight Deputy Mayors and senior City Hall officials with conducting a thorough audit of City Hall and Mayoral bodies, including TfL, to root out any other examples of staff being paid below the London Living Wage, or other bad employment practices. Will you publish the results of those audits?

[The Mayor](#)

After the identification of cleaners and security guards at the Transport Museum not being paid the London Living Wage I tasked my Deputy Mayors and City Hall officials with rooting out any other examples. They have been instructed to continuously interrogate any areas of the GLA's supply chain they believe might not be performing to the group's standards. This is an ongoing process and has not produced a formal audit to publish.

Bus Driver's Pay

Subject: Bus Driver's Pay**Question No: 2017/4484**[Tom Copley](#)

In December 2016 you said you expect TFL, Unite representatives, and the bus operators to continue working towards introducing a London-wide pay structure for minimum levels of pay based on three and plus five years' experience. Please update me on the progress that has been made.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 16/11/2017

Transport for London, Unite and the bus operators are currently finalising a License for London which I hope to announce in the near future. This will enable bus drivers to start work with a new employer at similar rates of pay to colleagues with comparable lengths of service. Once this is in place, the three parties will continue to develop a London-wide pay structure that recognises the value of longer service and driving experience.

Part-Pedestrianise Parliament Square

Subject: Zero-Hour Contracts**Question No: 2017/4485**[Tom Copley](#)

In July 2016 you said you were reviewing the GLA Group Responsible Procurement Policy, to ensure that zero-hour contracts are never used to exploit workers, and to ensure suppliers and contractors are adopting the same high standards as the GLA. In June 2017 the policy was updated. One of the objectives was "Embedding fair employment practices - ensuring low skilled roles receive a fair wage and encouraging safe and healthy work places". Can you explain why zero-hours contracts are not mentioned in the GLA Group Responsible Procurement Policy?

[The Mayor](#)

The GLA Group Procurement Policy published June 2017 states:

"We will seek fair employment practices by...working with our suppliers to understand (and regularly assess) the terms on which people working in our supply chain are employed and to ensure they are not improperly exploitative or unlawful. We will work with suppliers to ensure that our service requirements do not result in the inappropriate or exploitive use of 'zero hours' contracts for low paid, low skilled roles, or in any other employment practices that exploits people working in our supply chain"

Part-Pedestrianise Parliament Square

Subject: Part-Pedestrianise Parliament Square

Question No: 2017/4486

[Tom Copley](#)

Please update me on the progress you have made to part-pedestrianise Parliament Square?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 16/11/2017

A Parliament Square Streetscape Project has been initiated, led by the GLA and Westminster City Council. The project is seeking to improve the safety, security and environment of Parliament Square.

A multi-agency steering group is currently considering the extent of the area to be included in the feasibility assessment, ranging from minimal changes to more significant changes to the square.

Work continues to establish a delivery strategy, including securing the required funding.

Fare Evasion (1)

Subject: district heating schemes

Question No: 2017/4487

[Tom Copley](#)

What district heating schemes have you given your backing to?

[The Mayor](#)

My current support facility, the Decentralised Energy Enabling Project (DEEP) is formally supporting 2 projects which are in North Tottenham and OPDC's North Acton.

Fare Evasion (1)

Subject: Fare Evasion (1)

Question No: 2017/4488

Tom Copley

Further to [MQT 2016/2153](#), please provide an updated table containing figures for 2016. Please provide the data in excel format.

The Mayor

An updated table is attached as Appendix 4488.

Comparing 2016 and 2105, the overall net loss due to fares evasion remains unchanged at 1.2%.

Fare Evasion (2)

Subject: Fare Evasion (2)

Question No: 2017/4489

Tom Copley

Further to [MQT 2016/2154](#) please provide Indicative estimates of the types of bus/ Underground ticketing irregularity for 2016

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 16/11/2017

The Indicative estimates of the types of bus/ Underground ticketing irregularity provided in the table previously circulated remain valid today.

As demonstrated by the table in Appendix 4488, there has been little change in the volume or nature of fare evasion since 2015.

Subject: Working Conditions in the Private Hire Industry

Question No: 2017/4490

[Tom Copley](#)

On 5th July 2017, in a [Westminster Hall debate](#) entitled "Working Conditions in the Private Hire Industry" the Minister of State at the Department for Transport, John Hayes MP, made the following commitment. "Dealing with the changing employment conditions we have briefly considered today, I am going to set up a working party in my Department, with an independent chairman, to look at the specific things that the right hon. Gentleman [Frank Field MP] has raised as a result of this debate. I will consider in due course the terms and conditions of that working party, its membership and how it might have an effect on future policy". Have you been briefed by the DfT on this working group and will TfL be involved in it in any way?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

I am supportive of the Department for Transport's decision to convene a Taxi and Private Hire Working Group to discuss the challenges facing the trades on a national level, including the issues caused by cross border hiring and working conditions of drivers.

TfL has been invited to form part of the working group and TfL representatives have attended all meetings to present the challenges and opportunities on key issues.

Ticket Office Closures (2)

Subject: Women's Night Safety Charter

Question No: 2017/4491

[Tom Copley](#)

The Draft Mayor's Transport Strategy says, "'High-harm offences', such as sexual offences and hate crime, can have a marked impact on some Londoners, including on their confidence to travel. Tackling these crimes must continue to be a priority for TfL, transport operators and transport policing agencies. As part of this, the Mayor's Night Czar is developing a Women's Night Safety Charter". How do you plan to involve the users of London's Transport Network in the formation of this charter?

[The Mayor](#)

I believe all Londoners should be able to travel safely and confidently across our public transport without fear of being victims of criminal offences. The publication of the Women's Night Safety Charter is a policy commitment in the Mayor's Transport Strategy. Tackling crimes like sexual offences and hate crime must continue to be a priority for TfL, transport operators and transport policing agencies.

In July 2017 City Hall hosted London's first Women's Night Safety Summit, convened by Night Czar Amy Lamé and attended by Deputy Mayors Justine Simons OBE, Val Shawcross CBE and Sophie Linden and General Secretary of the Trade Unions Congress, Frances O'Grady. Over 100 people participated in the Summit including Transport for London representatives and voluntary organisations. This informed the Women's Night Safety Charter which I will announce shortly.

Users of London's Transport Network will be involved by:

- Partnering with TfL and voluntary organisations to consult on the implementation of the Women's Night Safety Charter.
- The Night Time Commission representing a wide range of industries and organisations across the night time economy will also be consulting with Londoners as it develops its recommendations for me over the coming year.

Ticket Office Closures (1)

Subject: Ticket Office Closures (1)

Question No: 2017/4492

[Tom Copley](#)

When the previous Mayor announced the closure of tube ticket offices you said, "women will feel especially vulnerable in deserted stations late at night and there are real concerns about having sufficient staff at the station to properly react in an emergency". Why did your independent review of ticket office closures not address the issue of women's safety specifically?

[The Mayor](#)

Last year I asked London TravelWatch to carry out a comprehensive review into the customer impacts of ticket office closures. To ensure a fully independent review, I did not set out any specific guidelines. However, I did ask that they focus on the issue of safety for all passengers, including women, disabled passengers and older people.

London TravelWatch carried out surveys, focus group sessions and station visits with a diverse selection of customers to gather evidence. The outcome stressed the importance of staff availability and visibility, ensuring a safe and secure network for passengers. In response to this, Transport for London has implemented a number of changes, including recruiting an additional 325 staff into stations, trialling new focal points to ensure passengers know where they can reach staff, and rolling out high-visibility tabards to help passengers find staff in ticket halls more easily.

Ticket Office Closures (2)

Subject: Ticket Office Closures (2)

Question No: 2017/4493

[Tom Copley](#)

In September 2017 TfL announced a review of the role of London Overground ticket offices on a station-by-station basis. How do you plan to address the issue of women's safety during this review?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

TfL and Arriva Rail London (ARL), which operates London Overground, are reviewing how best to deliver customer service at London Overground stations.

The key aims of this review are to provide a better service, with staff more visible and accessible to assist customers. The safety and security of female customers, and indeed all passengers, is a top priority and that will not change. By having more staff visible and available on station platforms, ticket halls and ticket gate areas, customers can receive a higher level of assistance if required. I am clear that stations will continue to be staffed from the first to last train. ARL is incorporating lessons learned from the London TravelWatch review of Tube ticket office closures into the London Overground programme.

Private security forces

Question No: 2017/4494

[Unmesh Desai](#)

Following the response to the Harris report, what role does the Mayor believe private security forces can play in protecting the public against terrorism?

[The Mayor](#)

As per the response to the Harris Review, the role of the Security Industry Authority (SIA) is being considered alongside the role of all private sector organisations.

We are working to improve coordination between policing and private industry so that those working in the private industry for example, shop security officers, are better informed, trained and prepared for terrorist attack, and are therefore able to assist in the event of an attack in which they are likely to be looked to for guidance.

Child sexual exploitation

Question No: 2017/4495

Unmesh Desai

How many incidents of peer-on-peer child sexual exploitation were reported to the Metropolitan police in 2014, 2015, 2016 and 2017?

The Mayor

The information contained within the attached spreadsheet in Appendix 4495 relates to peer on peer offending with relation to both victim and offender being aged under 18 years of age.

The table gives a breakdown of crime type by both major and minor classification with 2017 dating up to October 2017 only.

Data excludes any victim or offender given the age of '0' as not to skew the figures provided. The age of '0' is often given to subjects whose age is unknown.

Gender balance in the MPS (1)

Question No: 2017/4496

Unmesh Desai

Please can you provide the current gender breakdown of the workforce at all ranks of the Metropolitan Police Service (including police staff, PCSOs and special constables).

The Mayor

As of the end of October 2017 the percentage of female officers and staff is shown in the table below:

Police Officer	26.27%
Police Staff	55.91%
PCSO	35.45%
MSC	29.41%
MPS Total	32.64%

The percentage of female officers at each rank is shown in the table below:

Commander & above	(28%)
Chief Superintendent	(28%)
Detective Chief Superintendent	(12%)
Superintendent	(27%)
Detective Superintendent	(18%)
Chief Inspector	(20%)

Detective Chief Inspector	(24%)
Inspector	(18%)
Detective Inspector	(25%)
Police Sergeant	(18%)
Detective Sergeant	(23%)
Police Constable	(26%)
Detective Constable	(36%)
Police Officer Total	(26%)

Gender balance in the MPS (2)

Question No: 2017/4497

[Unmesh Desai](#)

What is the current gender breakdown of all officers that have been trained to be able to carry out pursuits?

[The Mayor](#)

The Metropolitan Police Service (MPS) does not hold this information in an accessible format, it could only be determined through an intensive task of checking individual records for all officers.

All course allocation within the MPS is based upon operational requirement and experience to meet the pre-course selection criteria. Allocation of courses is not gender based.

Gender balance in the MPS (3)

Question No: 2017/4498

[Unmesh Desai](#)

What is the current gender breakdown of all officers that have reached tactical pursuit and containment level?

[The Mayor](#)

The Metropolitan Police Service (MPS) does not hold this information in an accessible format, it could only be determined through an intensive task of checking individual records for all officers.

All course allocation within the MPS is based upon operational requirement and experience to meet the pre-course selection criteria. Allocation of courses is not gender based.

Gender balance in the MPS (4)

Question No: 2017/4499

[Unmesh Desai](#)

Please can you provide a gender breakdown of new police officer recruits to the Metropolitan police in 2016?

[The Mayor](#)

The proportions of female officer recruits for the last two financial years are as follows:

- 2015/16 30% of police officer recruits were female
- 2016/17 32% of police officer recruits were female

Gender balance in the MPS (5)

Question No: 2017/4500

[Unmesh Desai](#)

Please can you provide a gender breakdown of new detective recruits to the Metropolitan police in 2016?

[The Mayor](#)

The(MPS has not historically directly recruited detectives. There were therefore no new detective recruits in 2016.

In the summer of 2017 a ground breaking detective direct entry recruitment campaign was launched and the first cohort of applicants is expected to begin training in early 2018.

Gender balance in the MPS (6)

Question No: 2017/4501

[Unmesh Desai](#)

What is the gender breakdown of MPS school officers?

[The Mayor](#)

As of October 2017, 36% of Safer Schools Officers (SSOs) were female.

Gender balance in the MPS (7)

Question No: 2017/4502

[Unmesh Desai](#)

What is the gender breakdown of MPS Trident officers?

[The Mayor](#)

As of October 2017, 21% of Trident Officers were female.

Gender balance in the MPS (8)

Question No: 2017/4503

[Unmesh Desai](#)

What is the gender breakdown of MPS level 2 riot police officers?

[The Mayor](#)

As of October 2017, 15% Level 2 Public Order Trained Officers were female.

Gender balance in the MPS (9)

Question No: 2017/4504

[Unmesh Desai](#)

What is the gender breakdown of MPS level 1 riot police officers?

[The Mayor](#)

As of October 2017, 15% Level 1 Public Order trained Officers were female.

Female victims of crime

Question No: 2017/4505

[Unmesh Desai](#)

What % of all total notifiable offences in London were committed against women in the past 5 years (broken down by year)?

[The Mayor](#)

The table below shows the number of Total Notifiable Offences and the number of victims of those offences that were female.

This data is broken down by year and shows that proportionately the percentage of female victims has remained at around 40% during all the past 5 years (2017 is shown to 9th November).

Sale of knives

Question No: 2017/4506

[Unmesh Desai](#)

Were the Met involved in Operation Sceptre's national week of action in October 16, specifically in relation to the test purchases of knives in shops for those under 18 and if so, how many retailers passed and how many failed?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Moped-enabled crime

Question No: 2017/4507

[Unmesh Desai](#)

Can you clarify the meaning of - 'GW: Suspect Riding Moped - Scooter - Motorcycle at time of offence' for moped enabled crime? For example, if an offender rides a motorbike into a business, steps off the moped momentarily, snatches an item such as a mobile phone or laptop from a customer and then immediately returns to the moped to flee, would this fit the above description or would it be excluded as the suspect is not on the moped at the exact moment of theft?

[The Mayor](#)

'GW: Suspect Riding Moped - Scooter - Motorcycle at time of offence' is a flag used by officers to log reports of criminality in the MPS system. Incidents that may be tagged in this way include those such as those you have described.

Modern slavery

Question No: 2017/4508

[Unmesh Desai](#)

What is the MPS policy on waiting for a decision from the National Referral Mechanism before choosing to record a crime in relation to modern slavery?

[The Mayor](#)

A decision around how and when a crime is recorded, as well as the allegation classification, is unaffected by the current status of the NRM assessment.

Prevent and Channel (1)

Question No: 2017/4509

[Unmesh Desai](#)

How many referrals have been made in each year from 2011 under Prevent in the following age categories: 0-4; 5-10; 11-18; 19-64, 65+ in London?

[The Mayor](#)

In respect to Mayors Questions 4509 to 4524 concerning the Prevent Programme, the information sought cannot be released. If it were released, given the breakdown of the details sought, there would be potential to compromise intelligence and the safety of individuals.

The information concerning Prevent is 'owned' by the Home Office who have recently published data about referrals. I would refer you to this material.

Prevent and Channel (2)

Question No: 2017/4510

[Unmesh Desai](#)

What was the age of the youngest individual referred to Prevent in the last 12 months in London?

[The Mayor](#)

Please see my response to MQ 2017/4509.

Prevent and Channel (3)

Question No: 2017/4511

[Unmesh Desai](#)

How many under 18s were referred to Prevent in the last twelve months in London (broken down by each month)?

[The Mayor](#)

Please see my response to MQ 2017/4509.

Prevent and Channel (4)

Question No: 2017/4512

[Unmesh Desai](#)

What was the age of the oldest individual referred to Prevent in the last 12 months in London?

[The Mayor](#)

Please see my response to MQ 2017/4509.

Prevent and Channel (5)

Question No: 2017/4513

[Unmesh Desai](#)

How many referrals have been made in each year from 2011 under Prevent for Islamic extremism in London?

[The Mayor](#)

Please see my response to MQ 2017/4509.

Prevent and Channel (6)

Question No: 2017/4514

[Unmesh Desai](#)

How many referrals have been made each year from 2011 under Prevent for far right extremism in London?

[The Mayor](#)

Please see my response to MQ 2017/4509.

Prevent and Channel (7)

Question No: 2017/4515

[Unmesh Desai](#)

What is the gender breakdown of Prevent referrals in each year since 2011?

[The Mayor](#)

Please see my response to MQ 2017/4509.

Prevent and Channel (8)

Question No: 2017/4516

[Unmesh Desai](#)

How many individuals were offered support as part of the Channel programme in each year since 2011 in London?

[The Mayor](#)

Please see my response to MQ 2017/4509.

Prevent and Channel I (9)

Question No: 2017/4517

[Unmesh Desai](#)

How many individuals accepted an offer of support made through the Channel programme in each year since 2011 in London?

[The Mayor](#)

Please see my response to MQ 2017/4509.

Prevent and Channel (10)

Question No: 2017/4518

[Unmesh Desai](#)

If possible, please provide a breakdown of the number of referrals by source to Prevent since 2011 broken down separately for each year (e.g. community, police, school, prison).

[The Mayor](#)

Please see my response to MQ 2017/4509.

Prevent and Channel (11)

Question No: 2017/4519

[Unmesh Desai](#)

How many referrals have been made each month in 2017 under Prevent for Islamic extremism in London?

[The Mayor](#)

Please see my response to MQ 2017/4509.

Prevent and Channel (12)

Question No: 2017/4520

[Unmesh Desai](#)

How many referrals have been made each month in 2017 under Prevent for far right extremism in London?

[The Mayor](#)

Please see my response to MQ 2017/4509.

Prevent and Channel (13)

Question No: 2017/4521

[Unmesh Desai](#)

How many individuals were offered support for Islamic Extremism as part of the Channel programme in each month in 2017 in London?

[The Mayor](#)

Please see my response to MQ 2017/4509.

Prevent and Channel (14)**Question No: 2017/4522**[Unmesh Desai](#)

How many individuals were offered support for far right extremism as part of the Channel programme in each month in 2017 in London?

[The Mayor](#)

Please see my response to MQ 2017/4509.

Prevent and Channel (15)**Question No: 2017/4523**[Unmesh Desai](#)

How many individuals accepted support for far right extremism as part of the Channel programme in each month in 2017 in London?

[The Mayor](#)

Please see my response to MQ 2017/4509.

Prevent and Channel (16)**Question No: 2017/4524**[Unmesh Desai](#)

How many individuals accepted support for Islamic Extremism as part of the Channel programme in each month in 2017 in London?

[The Mayor](#)

Please see my response to MQ 2017/4509.

Oral health

Question No: 2017/4526

[Andrew Dismore](#)

Given your positive answers to Questions 2017/2925 2017/2926 and 2017/2927, why isn't oral health, especially for children, mentioned in your draft strategy on health inequality except very briefly in passing on p. 32 and 108. Nothing at all is offered in the way of measures to address poor outcomes or inequalities in oral health in the city. Will you consider including in your final strategy the suggestions included in the Assembly motion on the subject, passed earlier in the year?

[The Mayor](#)

As part of the consultation on the draft 'Better Health for all Londoners', London's Health Inequalities Strategy, I and London's partners welcome the Assembly Member highlighting this issue. Current draft proposals in the Health Inequalities Strategy aims to address poor oral health in children as part of the broader ambition to address the stark health inequalities experienced by London's children.

For example, I am proposing to launch my holistic Healthy Early Years London programme which will focus on oral health in early years amongst other key issues. My ambition to take a leading and convening role in tackling childhood obesity will aim to address the root causes of childhood obesity, including poor oral health, and drive interventions and action that combat it.

Somali Bravanese Centre

Question No: 2017/4527

[Andrew Dismore](#)

You will recall the Somali Bravanese Welfare Association, whose centre on Coppetts Road was burnt down in an arson attack some time ago. Barnet Council are finally beginning work on a replacement building in Tarling Road, East Finchley. Will you prioritise attending the opening ceremony when it is complete next year?

[The Mayor](#)

I have met the Somali Bravanese community on multiple occasion and have fond memories of the interfaith Iftar they held with the Finchley Reform Synagogue, which has been a great support to that community after the arson attack.

I look forward to the reopening of the Somali Bravanese Centre and will work with my team to see if we can attend.

Visit to India and Pakistan

Question No: 2017/4528

[Andrew Dismore](#)

I welcome your decision to visit India and Pakistan. Whilst you are there, will you seek to understand the views of the Governments of India and Pakistan on Brexit, and in particular whether they will be seeking rights of freedom of movement as part of any post-Brexit trade deals with the UK, which would be a matter of significant interest to Londoners of Indian and Pakistani heritage?

[The Mayor](#)

I hope to meet with Senior representative of both Governments (my itinerary is being finalised) and I will indeed seek their views on the issue of freedom of movement in any post Brexit trade deals. I will be happy to report back on these discussions on my return.

Potential visits to Sri Lanka and Bangladesh

Question No: 2017/4529

[Andrew Dismore](#)

As you are due to visit India and Pakistan, do you have any plans to visit Sri Lanka and Bangladesh, given the large diaspora from those countries in London?

[The Mayor](#)

Unfortunately, I have no plans to add a visit to either Sri Lanka or Bangladesh to my visit to India and Pakistan. I appreciate that there are large diaspora communities living in London but, as I am sure you will appreciate, visiting those countries would extend the trip considerably and I do not think that would be appropriate to be out of London for that length of time.

Rohingya communities in London

Question No: 2017/4530

[Andrew Dismore](#)

Have you made any links or met with any Rohingya groups in London; and if not will you reach out to these communities?

[The Mayor](#)

I have not met with the Rohingya community in London, but will ask my Deputy Mayor for Social Integration, Social Mobility and Community Engagement, alongside the Community Engagement Team to meet with groups on my behalf.

Capital 500 Quarterly Economic Survey

Question No: 2017/4531

[Andrew Dismore](#)

The London Chamber of Commerce and Industry (LCCI) recently published the third quarter results of its Capital 500 Quarterly Economic Survey which shows that businesses are still grappling with the uncertainties caused by the turbulence in today's political and economic environment. All indicators of business confidence have been in decline, while expectations for the year ahead have remained negative for both the London and UK economies. Of companies who tried to recruit, 60% encountered difficulties, the highest Capital 500 level to date. All business confidence indicators declined during Q3 2017. Expectations of both the London and the UK economy continued to be in negative territory overall. What is your assessment of the prospects for London businesses in light of this report?

[The Mayor](#)

I am confident that London has the resilience to remain a world-class city. I want London to be the best city for business, to grow and innovate, and to enjoy the certainty of knowing that London will remain globally competitive and open for business. However, there are many factors that affect this growth and as this survey highlights, the decision to leave the EU and the lack of clarity from government about what kind of Brexit it is seeking has created uncertainty. I will do all I can to create the conditions for growth in London. My forthcoming Economic Development Strategy will set out my vision for London's future economy.

SME builders

Question No: 2017/4532

[Andrew Dismore](#)

What provision is there for SME builders to be engaged in small scale housing projects supported by the GLA; and how can they find out about opportunities to tender for such work?

[The Mayor](#)

I am preparing a Small Sites - Small Builders initiative which aims to bring small publicly-owned surplus sites to the market for development by SME builders. A pilot of this initiative will launch soon.

SME builders can find out more and sign up for further updates by visiting

<https://www.london.gov.uk/what-we-do/housing-and-land/land-and-development/making-small-sites-available-support-new-builders>

National Institute for Medical Research [1]

Question No: 2017/4533

[Andrew Dismore](#)

On your site visit to the National Institute for Medical Research in Mill Hill, did you climb the hill from Mill Hill East? Will you consider doing so, or cycling the route, given you seem to think it is both safe, accessible and easily cycled?

[The Mayor](#)

Myself, my Deputy Mayor and, planning officers from the GLA and TfL, visited the site and considered the route to/from Mill Hill East to be safe and accessible for walking and cycling.

National Institute for Medical Research [2]

Question No: 2017/4534

[Andrew Dismore](#)

Given that you have now approved the NIMR application, what improvements to public transport coverage and capacity in Mill Hill will you now implement?

[The Mayor](#)

The proposed section 106 agreement will see financial contributions towards the cost of delivering step-free access at Mill Hill East London Underground Station, financial contributions to the local cycling and pedestrian network and Travel Plans for all the proposed uses on the site to encourage sustainable travel including a Car Club. The development will also deliver junction improvements at Bittacy Hill/Frith Lane.

National Institute for Medical Research [3]

Question No: 2017/4535

[Andrew Dismore](#)

Given that you have now approved the NIMR application, what will you do to deal with the inevitable parking problems that will arise as a result of this development?

[The Mayor](#)

There is no evidence to suggest that the proposed development will create parking problems. 516 spaces will be available for 460 units, a ratio of 1.1, set against Census data which indicates car ownership levels of 0.7.

A Car Parking Management Plan will be secured through planning conditions, as well as Travel Plans and monitoring through the proposed section 106 legal agreement. As discussed in some detail at the Hearing, Barnet are the local highway authority for the surrounding roads including The Ridgeway and Burtonhole Lane, and it is open to them to introduce a Controlled Parking Zone for the area, in consultation with local stakeholders including residents, local businesses and schools if problems do arise.

National Institute for Medical Research [4]

Question No: 2017/4536

[Andrew Dismore](#)

Given that you have now approved the NIMR application with a requirement for over 900 cycle spaces, double the number of properties to be built, as the site is at the top of a hill which would be graded as a category 1 climb in the Tour de France King of the Mountains competition being between 10% and 11% in gradient, how many of those spaces do you really believe will be used?

[The Mayor](#)

There is a London Plan-compliant quantum of cycle parking of 834 cycle spaces proposed, including short-stay spaces for the commercial uses, namely the flexible workspace, gym and café.

Given the financial contributions secured towards improving the local cycle network, the level gradient of The Ridgeway itself and the very pleasant surroundings of the site, I imagine leisure cycling will be very popular with potential residents and visitors.

C11 bus [1]

Question No: 2017/4537

[Andrew Dismore](#)

What is the rationale for reducing the frequency of the popular C11 bus service, when it is well used; how much do you expect this cut to save; and given the C11 service from Archway is given as a reason for not providing a bus service from Finchley to the Royal Free Hospital, does this cut of the C11 not undermine that argument?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 16/11/2017

Demand on route C11 has fallen recently. As part of Transport for London's regular network review, capacity was adjusted in response to this reduction, with services reduced from every eight minutes to every ten minutes during the day from Monday to Saturday.

This still provides a high frequency bus service which passengers can use to travel to and from the Royal Free Hospital. Passengers wishing to travel to the Royal Free Hospital from North Finchley can take route 263 and change to route C11 at Archway, or route 13 and change to route 268 at Golders Green.

C11 bus [2]

Question No: 2017/4538

[Andrew Dismore](#)

Why was there no consultation on the decision to cut the frequency of the C11 bus?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

125 bus

Question No: 2017/4539

[Andrew Dismore](#)

TfL are consulting on extending the 125 bus route to Colindale. What is the cost of this, and why can a much shorter diversion into the Finchley Memorial Hospital on other bus routes not be afforded?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 16/11/2017

Transport for London (TfL) is currently consulting on developing the bus network in the Colindale and Burnt Oak area to respond to increasing demand for public transport. The full proposal can be found on the TfL Consultation website <https://consultations.tfl.gov.uk/buses/routes-125-303-305/>. Costs will be confirmed by the operator following the end of consultation.

Diverting other routes to Finchley Memorial Hospital would increase their costs and extend journey times for passengers. TfL is in discussions with stakeholders to improve access from the Leisure Way bus stop.

303 and 305 bus route merger

Question No: 2017/4540

[Andrew Dismore](#)

TfL are consulting on merging the 303 and 305 bus routes. The proposed bus route will now travel down areas of high congestion, which will reduce the reliability of the service. Will you reconsider these cuts?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

TfL is currently consulting on proposed changes to bus routes in this area. The proposed changes to routes 303 and 305 are dependent upon implementation of a bus lane at Capitol Way to protect buses from congestion. The full proposal can be found on the TfL consultation website at: <https://consultations.tfl.gov.uk/buses/routes-125-303->

A full response to the consultation will be available after the consultation has closed.

Bus Conflagration

Night buses

Question No: 2017/4541

[Andrew Dismore](#)

What consultation was done before TfL decided to reduce night bus services in North London? If none was done, why not? Will you delay these cuts to carry out a consultation?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Nine Elms Bridge

Question No: 2017/4542

[Andrew Dismore](#)

What is the latest in plans for a pedestrian bridge at Nine Elms? Are you still opposed to the concept?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

I am aware of concerns about this proposal being raised by some local people, particularly those living close to the proposed bridge on the northern side of the river. I support the provision of new walking and cycling bridges, including this proposal, if it can be made to work locally.

This scheme is being developed by the London Borough of Wandsworth and the Nine Elms Vauxhall Partnership, who recently conducted public engagement that aimed to understand local concerns and support the development of a number of alternative bridge locations. I hope that this leads to a proposal coming forward which can be supported by the councils and communities on both sides of the river. I have asked TfL to provide technical support to this process.

Baker Street

Question No: 2017/4543

[Andrew Dismore](#)

What is the cost of making Baker Street two-way? Who is meeting the cost?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

The Baker Street two-way scheme is expected to cost approximately £15 million.

Westminster City Council is responsible for cost management and delivery, and has secured approximately a third of the funding from local landowners and the Business Improvement District.

TfL is contributing £9.5m in total.

Your record on bus services

Question No: 2017/4544

[Andrew Dismore](#)

With your scrapping of the 13 bus route, reduction of night bus services, reduction of the 384 bus and now proposed merging of the 303 and 305 bus routes, do you think you are improving or worsening bus services in North London? Given bus users are generally on lower incomes than tube users, how can you justify worsening bus services for the poorest Londoners?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

CS 11 [1]

Question No: 2017/4545

[Andrew Dismore](#)

Local residents are extremely concerned about TfL's seemingly incomplete and piecemeal implementation plans for the cycle superhighway, with TfL intending to start work this year on the Swiss Cottage section only. Swiss Cottage alone is not a cycle superhighway. It is part of what was consulted on but residents consider does not represent enough of what was consulted on to be a valid project in isolation. Is this wise?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

There has been no decision to complete the construction of the Swiss Cottage section only, and it remains my intention to deliver the whole of Cycle Superhighway 11 from Swiss Cottage to the West End.

As TfL is not the highway authority for the Regent's Park section of the route, work is ongoing to agree the way forward with the relevant highway authorities - The Crown Estate Paving Commission, The Royal Parks, Westminster City Council and Camden Council. It is my intention to announce a decision on this as soon as possible.

CS 11 [2]

Question No: 2017/4546

[Andrew Dismore](#)

TfL are starting their work on CS11 before they have Camden's agreement to contribute their stretch of Avenue Road as they still have not satisfied Camden's long-outstanding information requests, and before they have an agreement on the park gates and in the knowledge that Westminster have a moratorium on further cycle superhighways on their streets. Is this wise?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

Construction has not yet commenced on Cycle Superhighway 11 and no start date has been confirmed. It remains my intention to deliver all of Cycle Superhighway 11.

As TfL is not the highway authority for the section of the route south of Swiss Cottage, work is ongoing to agree the way forward with the relevant highway authorities - The Crown Estate Paving Commission, The Royal Parks, Westminster City Council and Camden Council. It is my intention to announce a decision on this as soon as possible.

CS 11 [3]

Question No: 2017/4547

[Andrew Dismore](#)

Residents consider it to be bad governance and contrary to the spirit of the CS11 consultation, subsequent stakeholder engagement and the timetable TfL set out when they announced their decision. With TfL risking completing just the Swiss Cottage element, drawing in cyclists with the promise of a safe cycle route from Swiss Cottage to the West End while able only to deliver a tiny fraction of it. Is this neither good for the cyclists nor the surrounding communities?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

There has been no decision to complete the construction of the Swiss Cottage section only, and it remains my intention to deliver all of Cycle Superhighway 11.

TfL has been doing further work on the proposals for the Regent's Park section, along with the relevant highway authorities - The Crown Estate Paving Commission, The Royal Parks, Westminster City Council and Camden Council - before deciding on a way forward for this section of the route. It is my intention to announce a decision on this as soon as possible.

CS 11 [4]

Question No: 2017/4548

[Andrew Dismore](#)

The overwhelming majority of the traffic and pollution displacement caused by CS11 is created by the reworking of Swiss Cottage. Its negative effects are going to be felt in all the neighbouring communities of Hampstead, Belsize Park, South Hampstead and St John's Wood. Is it acceptable that tens of thousands of local residents are asked to pay with damage to their health through pollution in residential streets that had previously been unaffected as quiet, "living" streets fill with displaced rat-running traffic for what is a cycle route to nowhere?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

CS 11 [5]

Question No: 2017/4549

[Andrew Dismore](#)

Will you reconsider going ahead with the Swiss Cottage CS11 plan until TfL can confirm that they have a complete route agreed that is consistent with their consultation?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

There has been no decision to complete the construction of the Swiss Cottage section only, and it remains my intention to deliver the whole of Cycle Superhighway 11. TfL has been doing further work on the proposals for Regent's Park with the relevant highway authorities - The Crown Estate Paving Commission, The Royal Parks, Westminster City Council and Camden Council - to agree the way forward for the complete route. It is my intention to announce a decision on this as soon as possible.

CS 11 [6]

Question No: 2017/4550

[Andrew Dismore](#)

Kilburn Older Voices Exchange (KOVE), a community group for older people in the Kilburn, West Hampstead, Finchley Road and Swiss Cottage areas have raised their concerns as to what provision will be made under the CS11 changes at Swiss Cottage for pedestrians who need to cross the road, particularly at street level. Many older people find it difficult to use stairs, which precludes crossing the road through Swiss Cottage station. Of particular importance is what the crossing time allowed is where there is provision for people to cross the road. Some of their members say that cars hoot at them now if they slow to cross the road. With the heavier traffic anticipated under the new system, this will only get worse if proper crossing time is not given. Will you ask Transport for London to look into the matter?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

CS 11 [7]

Question No: 2017/4551

[Andrew Dismore](#)

Kilburn Older Voices Exchange (KOVE), are concerned about possible delays to buses in the area around Swiss Cottage due to the changes in traffic due to CS11: what reassurance can you give them?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Stirling corner

Question No: 2017/4552

[Andrew Dismore](#)

Will you provide an update on progress towards improving pedestrian and cycle crossing facilities at Stirling Corner?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

As mentioned in my response to [MQ 2017/2921](#), traffic modelling for the crossing is underway. The outcome is due in January 2018, after which a public consultation is planned.

Mill Hill circus

Question No: 2017/4553

[Andrew Dismore](#)

Will you provide an update on progress towards improving Mill Hill Circus?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

TfL is concluding agreements with the London Borough of Barnet on a section of land required for the design of the junction. The concept design and modelling are scheduled to be completed in early 2018.

Tube noise

Question No: 2017/4554

[Andrew Dismore](#)

Do you consider TfL's response to complaints about tube noise to be adequate?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

I am meeting you and a number of affected Londoners at the end of this month to discuss the issue of Tube noise. I am keen to hear for myself about their experiences and how they feel TfL has responded to their concerns. When I was elected Mayor, I felt that TfL could and should be doing more to address noise concerns. I have continued to stress how high a priority I place on this. I believe TfL has done a good job so far, but there are certainly improvements that can be made.

I am aware that TfL's noise experts have met with you, a number of other Assembly Members, and residents, and they are available to listen to your concerns. TfL's priority in this area is to establish a clear timeframe for resolution, where possible, and to keep those affected regularly updated on progress. In line with its wider customer service commitments, TfL continually monitors its customer service staffing levels and provides additional staff training when required to ensure regular contact is maintained.

Alongside its wider track replacement and joint removal programmes, TfL engineers have replaced more than 2km of rail with harder steel that is more impervious to wear and removed or improved the condition of a number of individual rail joints specifically to reduce noise. Combined with the installation of over 4.5km of shock-absorbent track fixings across all five of its Night Tube lines, this has led to nearly a third of its complaints being resolved. Where complex issues remain, TfL is evaluating the potential benefits of targeted noise barriers and speed restrictions.

There is more for TfL to do in these areas and this remains a very high priority.

bus route 13 [1]

Question No: 2017/4555

[Andrew Dismore](#)

Despite promises of improvement the new route 13 (replacing the old route 82) continues to generate many complaints about poor reliability and frequency as well as a poor design of the buses. When will this service which operated perfectly adequately as the old route 13 and 82 before TfL messed about with it reach a reasonable standard of service?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

TfL is aware of reliability issues on route 13. Changes were introduced on 12 August which led to an improvement in reliability, but the route continues to underperform on its minimum performance standard. TfL is working with the operator to ensure an improvement in the reliability of this route.

bus route 13 [2]

Question No: 2017/4556

[Andrew Dismore](#)

Further to Question No: 2017/4041

Further to Question No: 2017/3697

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?

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 2017/3697

which was also

Officers are drafting a response which will be sent shortly.

Instead of giving a circular non-answer to a question that has been outstanding for several months, will you now give a substantive reply; or are Londoners to assume from the non replies so far that no consideration was given to the needs of the elderly or disabled, when this contract was let?

[The Mayor](#)

Please see my response to MQ 2017/3697 which has now been answered.

Belsize Road NW6 tube noise

Question No: 2017/4557

[Andrew Dismore](#)

For at least 10 years there was no problem with tube noise in Belsize Road NW6 (next to Swiss Cottage tube station) until recently it has suddenly gone up with every 30seconds loud rumbling and vibrations. Friday and Saturday bring 24-hour disturbance with the night tube. There have been constant track works/repairs this year, and it seems something has drastically been changed of late, affecting the soundproofing. There are 2 ventilation shafts either side of Belsize Road. TfL will not intervene: will you see what can be done to help the residents affected?

[The Mayor](#)

As outlined in my answer to question no: 2017/4026, TfL is aware that tube noise has become more noticeable to the residents around Swiss Cottage underground station.

TfL prioritises intervention in areas where people are affected by the highest levels of noise and focuses its resources on delivering improvements that will have the greatest benefit. To do this effectively, they need to collect a comprehensive set of measurements which are aligned with data from the track. This can take some time.

TfL is currently investigating the source of the noise and is engaging proactively with residents to gather the information required to find the best solution to the issue. Since your question in October (2017/4026), TfL has received two additional complaints from residents in the surrounding area and will be sending its engineers to these homes to undertake further monitoring as soon as possible.

Buses on Finchley Road

Question No: 2017/4558

[Andrew Dismore](#)

The Lindfield and Langland Neighbourhood Association have raised with me their deep frustration and disappointment at the level of bus service in the Finchley Road since the changes last April. The service is a shadow of what it was before these changes. Their key issues are as follows:

Overall there are fewer buses going up and down Finchley Road

Buses are so crowded, especially on rainy days and in the rush hours, that it is difficult to get on a bus, resulting waiting a long time before being able to get on a bus

Buses come in bunches

There is no relation between the published timetables and the intervals at which buses actually travel

The information given before the change of service this last April was misleading, and bears no relationship to the number of buses that actually go up and down Finchley Road.

What can and will you do about these complaints?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

Capacity was increased on route 113, the other main route serving this area, on 1 April 2017. Buses now operate every 7-8 minutes during the day from Monday to Saturday, with two additional southbound journeys in the morning peak and two additional northbound journeys in the afternoon peak. Reliability has also improved and the route now regularly exceeds its minimum performance standard.

TfL will continue to monitor routes in this area to ensure capacity continues to match passenger demand.

advertising on TfL sites

Question No: 2017/4559

[Andrew Dismore](#)

It is alleged that London Palestine Action is preparing to do illegal 'guerrilla' advertising on TfL sites, after TfL correctly banned their adverts protesting against the Balfour Declaration. If so, this will not be the first time that pro-Palestinian activists have fly-posted on TfL sites. When will action be taken to stop this and track down those responsible?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

sector bus maps

Question No: 2017/4560

[Andrew Dismore](#)

A constituent has complained to me that on a recent visit to unfamiliar parts of Outer London, he found that TfL no longer provide the four sector bus maps on their website. TfL told him that the maps had been axed to save money. Is this correct and if so how much does it cost to provide online sector maps, and will you restore them?

[The Mayor](#)

TfL has stopped producing these maps due to the low demand and high cost associated with maintaining the accuracy of the map. The cost for an update was in the region of £20,000 per map, including for online-only maps.

With four sector bus maps, updated twice a year, the cost to provide the map online would be £160,000. Bus services change more frequently than other services and the maps very quickly go out of date.

Bus journeys, including those using multiple routes, can be planned on TfL Journey planner. Customers can also view or print a street map to aid onwards journeys.

Statutory Off-Road Notifications

Question No: 2017/4561

[Andrew Dismore](#)

What can be done to tackle the problem of too many cars in one area having a Statutory Off-Road Notification (SORN)? Parts of Burnt Oak have effectively become legal dumping grounds for cars with SORNs that are not used for years, making parking unavailable to local residents who need it.

[The Mayor](#)

If there is a suspicion of a vehicle being abandoned, the current process is to inform the local authority who has a duty to remove abandoned vehicles.

Junction of Edgware Road A5, Kingsbury Road and Rookery Way

Question No: 2017/4562

[Andrew Dismore](#)

The junction of Edgware Road A5, Kingsbury Road and Rookery Way, Colindale is a major intersection for two very busy roads and consequently is busy both day and night. However, it does not have an all red phase to accommodate the many pedestrians who also use this junction to reach local bus stops and schools. There have been accidents involving pedestrians, some of whom have required the air ambulance service. Primary school children groups try to cross the road with adults having to stand in the middle of the road to stop the traffic to allow the children to cross. Will you work with the two councils involved to see what can be done to make this junction safer for pedestrians?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

I have asked TfL to engage with both the London Borough of Brent and the London Borough of Barnet to assess whether improvements could be made to the junction at this location.

Fire risk in tower blocks

Question No: 2017/4563

[Andrew Dismore](#)

There have been press reports that a privately-owned tower block is being kept under round-the-clock guard by firefighters with a fire engine after it was found to be covered in dangerous combustible cladding. Is this correct and if so have similar fire cover been offered to publically or housing association owned blocks at risk; and if not why not?

[The Mayor](#)

London Fire Brigade is aware of some examples where the responsible person for a building has engaged a private company to provide a fire appliance and crew to reassure residents whilst cladding issues with the building are resolved. This is not part of the mitigation measures that DCLG have advised or what officers from the LFB are advocating. LFB have been focused on supporting responsible persons to improve the fire safety in their buildings, educating people to prevent fires happening in the first place and introduced an interim increase in their attendance to high rise fires should they occur anywhere across London regardless of building ownership.

Cost of Fire Brigade attendance at Road Traffic Accidents

Question No: 2017/4564

[Andrew Dismore](#)

The Ambulance Service is able to lobby a statutory charge for attending RTA and the NHS for treatment of casualties, from the insurance companies of the vehicles responsible for the accident. The Fire Service is not. Do you agree that the Fire Service also ought to be able to levy a charge to cover their costs of attendance at RTAs from the insurers in the same way; and if so will you lobby for a change in the law?

[The Mayor](#)

This has previously been investigated from a national perspective and it was considered that the cost of implementing and operating a cost recovery scheme similar to that used by the ambulance service and NHS was unlikely to justify the return. London Fire Brigade already receives significant annual funding from the insurance industry.

Question title: Sprinklers in schools

Question No: 2017/4565

[Andrew Dismore](#)

Figures show only a third of new schools in England have sprinklers. The Fire Commissioner has rightly criticised draft proposals to relax the rules. Will you lobby for a change in the Building Regulations, to ensure that new schools in London have sprinklers fitted; and that the Government should fund the retrospective fitting in existing schools?

[The Mayor](#)

Yes. The London Fire Brigade (LFB) has long since championed the value of sprinklers as part of a fully considered fire safety solution in buildings, and has called upon the government to strengthen existing guidance to make them mandatory in all new build schools and major refurbishments.

Serious ASB problems in Stonegrove, Edgware

Question No: 2017/4566

[Andrew Dismore](#)

Will you ask Barnet Police to look into the serious problems of ASB and drug dealing in the Stonegrove Estate in Edgware? Can you ensure that complaints to the police are treated seriously, and there is a speedy attendance on the estate when called?

[The Mayor](#)

The local safer neighbourhood team are aware of the issues being faced by the residents of Stonegrove estate. The police are using techniques such as focused stop and searches, extra patrols and engagement with troubled families to tackle the ongoing anti-social behaviour. All calls received are triaged by trained call handlers to ensure that incidents with the greatest risk are treated as such. Local police will aim to respond to urgent calls where there is the risk of imminent violence or harm on an immediate response which means within 15 minutes. All calls to the police that require attendance follow strict procedures to ensure the police response is appropriate to the situation.

Support for preventing crimes to businesses

Question No: 2017/4567

[Andrew Dismore](#)

What support is available to help businesses reduce the risk of crime to them? For example, is there financial support for businesses to install shutters or basic security measures?

[The Mayor](#)

It is essential for the economic wellbeing of our city that businesses see London as a safe place to operate and that they and their staff are protected from crime. More than 2,000 businesses in London are members of a Business Crime Reduction Partnerships allowing businesses to share information and which have a proven ability in reducing crime.

Where a business is situated within a Business Improvement District there may be funding available for crime reduction measures. In addition, [Safer Spaces](#) is a self-assessment tool that can help a business assess their risks and provide some guidance on how best to respond to them.

Local neighbourhood officers can make a referral to a Design out Crime Officer. In addition, Police CPI Ltd produces a number of free Crime Prevention [Guides](#) for businesses.

firearms and shotgun licensing

Question No: 2017/4568

[Andrew Dismore](#)

What is the cost to the Met of administering firearms and shotgun licensing; what is the income generated from licensing; and if the cost is greater than the income, what is being done about it?

[The Mayor](#)

In 2015 the Firearms Enquiry Team (FET) administered 8725 certificates of differing types. The total income generated was £399,867. During 2015, pay costs alone for issuing the 8725 certificates was approximately £2,351,543.

The fees relating to firearm and shotgun licensing are set nationally by the Home Office.

The FETs across the country have a crucial role in managing risk to the public from people seeking to become licensed firearms holders and this should be recognised when conducting any cost benefit analysis.

dangerous dogs

Question No: 2017/4569

[Andrew Dismore](#)

What is the cost to the Met of the seizure, kennelling and veterinary care of alleged dangerous dogs; the total of any legal costs involved; how many seized dogs are ultimately returned to their owners; and how much of the costs are recovered from dog owners?

[The Mayor](#)

It is not possible to identify data relating solely to dangerous dogs and the answers relate to all dogs taken into police possession. This includes reasons such as animal welfare investigations, dogs taken into temporary possession as prisoner's property and dogs temporarily held by Police pending transfer to another agency where they are unable to act in the event of an emergency.

The cost to the Met in 2016 for seizure, kennelling and veterinary care relating to all dogs seized by police was £1,310,830. The majority of cases are prosecuted by the Crown Prosecution Service. In 2016 729 out of 1057 dogs were returned to their owner at the conclusion of proceedings. Costs recovered for specific types of cases are not available. Any award made is subject to means testing by the relevant Court and is considered after compensation is awarded elsewhere e.g. victims of dog attacks

Police station closures and the 101 number

Question No: 2017/4570

[Andrew Dismore](#)

Given the poor performance of the 101 number, which is one of the key alternatives to attending a police front counter especially for those without access to digital skills or equipment, will you defer any police station closures until the 101 number is working effectively?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Trick or Treat

Question No: 2017/4571

[Andrew Dismore](#)

Do you consider the Met's leaflet opposing 'trick or treat' at Halloween to have been a bit heavy handed? Would it not have been better to do a positive leaflet with recommendations for children's safety, not to cause damage and to respect the elderly, as 'do's' rather than just don't do it at all?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Met detective shortage

Question No: 2017/4572

[Andrew Dismore](#)

How many detectives is the Met short of at present?

[The Mayor](#)

As of the end of October the MPS has 4,681 detective constables. The MPS ambition is to have 5,433 detective constables. This means they are currently 752 short of target.

Detective recruitment remains a challenging area and AC Gallan continues to lead a Met Diamond group to explore ways to resolve the shortfall.

The introduction of direct entry detectives in the summer of 2017 is anticipated to make a considerable difference and the first successful group of around 160 applicants will begin training in early 2018. This is a ground-breaking initiative that is making good progress.

Other means to improve the detective shortfall include additional courses to support potential trainee detectives through the National Investigative exam process; and investigative coaching and mentoring processes to support the development and experience of trainee detectives.

MOPAC will continue to monitor the number of detectives.

Moped Crime in Camden

Question No: 2017/4573

[Andrew Dismore](#)

Camden is the capital's worst borough for moped enabled crimes: what is being done in the borough to fight this crime wave?

[The Mayor](#)

A number of Met operations are ongoing to tackle moped enabled crime in Camden. Operation Venice has seen officers conduct mass checks on stationary and moving motorcycles as well as raids on individuals suspected of vehicles, high visibility patrols in key areas and Automatic Number Plate Reader deployments. Operation Attrition has brought together officers specifically from Camden, Islington and the City of London police to conduct overt and covert investigations in this area. Operation Vocare is similarly targeting suspects in north London, specifically the gang elements associated with this form of criminality.

Security at the Peel Centre

Question No: 2017/4574

[Andrew Dismore](#)

What consideration has been given to security at the Peel Centre, given the height of the tall buildings and the extent of overlooking from the flats in them, now being constructed on the sold part of the Peel Centre site, retained close to the retained site and the training facilities, parade ground and other vital buildings and operations on the site?

[The Mayor](#)

The security of MPS real estate and the users of it is a high-priority and overseen by an officer of commander rank. The design, building and development of the Peel Centre has been done in collaboration with security advisers and balanced against the most likely threats. Maintaining security of the estate and its people is at the heart of ongoing internal communication campaigns focussed on personal, operational and information security. The integrity of the MPS estate is regularly tested and, where necessary, improvement measures implemented. Where appropriate, specific counter-threat operations are conducted and this has included the Peel Centre.

Independent report on deaths in custody

Question No: 2017/4575

[Andrew Dismore](#)

On 30 October Dame Elish Angiolini published an independent review into serious incidents and deaths in custody. The aim of the review was to examine the procedures and processes surrounding deaths and serious incidents in police custody, including the lead up to such incidents and the immediate aftermath, through to the conclusion of official investigations. The report makes 110 recommendations across a range of themes, including restraint, the custody environment, health and training. Will you implement her recommendations in the Met.?

[The Mayor](#)

I welcome Dame Angiolini's recently published Independent Review of Deaths and Serious Incidents in Police Custody. The Review has made 110 recommendations to police forces and other agencies across the country, dealing with a range of issues, including the use of restraint, the custody environment, and training.

As you would expect both my Deputy Mayor for Policing and Crime and the Commissioner of the Metropolitan Police Service are considering these recommendations as part of ongoing work to improve the safety of those in police custody, and will provide a formal response in due course.

The MPS has already implemented many of the changes outlined in the report, for example with the roll out of Body Worn Video cameras to all officers across the 32 boroughs. They have also worked in partnership with health colleagues to ensure they are safeguarding those who come into contact with the police who have mental health issues, for example through Liaison and Diversion services, which identify people who have mental health, learning disabilities, substance misuse or other vulnerabilities when they first come into contact with police and divert into health and social care provision as appropriate.

So far this year four persons detained under section 136 of the Mental Health Act have been taken to a police cell as a place of safety, which is the lowest ever recorded by the MPS - someone is only taken to a police cell when we have exhausted all other options.

TfL Advertising (1)

Question No: 2017/4578

[Florence Eshalomi](#)

What advertisements have been accepted by TfL under your Mayoralty that originate from states or entities majority owned by states? Please name the states that such adverts have been accepted from.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

This is not information that TfL or its advertising partners currently hold. Running 16,000 campaigns a year, generally booked through agencies, TfL is not normally in a position to assess the ownership of the organisation ultimately responsible for advertisements.

However, when I was first elected Mayor, I pledged to update TfL's Advertising Policy to ensure that advertising on TfL's estate is suitable for all Londoners. TfL works with its advertising partners so that adverts displayed on the TfL network comply with this policy.

Subject: TfL Advertising (2)

Question No: 2017/4579

[Florence Eshalomi](#)

A TfL spokesperson has said that the recent Russia Today advertising campaign "complies with our advertising policy". Do you believe that TfL should accept adverts from states, or entities they control, when the state is undemocratic or is a human rights abuser?

[The Mayor](#)

Please see my answer to question MQ 2017/4201.

TfL Advertising (3)

Question No: 2017/4580

[Florence Eshalomi](#)

Given TfL's revised Advertising Policy came into force on 13 July 2016, when will your annual report on TfL's advertising network be published?

[The Mayor](#)

TfL published its Annual Advertising Report for 2017/18 on 27 October. The report can be accessed on TfL's website: <https://tfl.gov.uk/info-for/business-and-commercial/commercial-media>

Subject: Mamma Mia**Question No: 2017/4581**[Florence Eshalomi](#)

Residents have contacted me regarding a planning application for the Erection of temporary show venue [Mamma Mia] and associated development for a period of up to five years on Coin Street Builders land at 108 Stamford Street London SE1 9NH. They are concerned that the site is not being used for social housing and community uses. Do you have any concerns about this planning application?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

London's maternal employment rate**Question No: 2017/4583**[Nicky Gavron](#)

What assessment has the Mayor carried out into the economic impact of London's low maternal employment rate and what are you doing to help ensure women, particularly those who are single parents, who want to can return to work?

[The Mayor](#)

The maternal employment rate in London is 8% lower than the rest of the country. If London's female employment rate caught up with the UK's top performing regions, this would add £21.5 billion to London's economy by 2025. That is why I am supporting many initiatives funded by the European Social Fund (ESF) to help women, particularly parents both in and out of work to enter employment and progress within it. I will protect these programmes, by ensuring London uses its remaining £175m ESF allocation by match-funding it to the devolved Adult Education Budget. City Hall is also leading by example, offering family friendly work practices particularly for those returning to work after having a child - these include an interest free childcare deposit fees loan, childcare vouchers, flexible and part-time working arrangement. City Hall is also a Timewise partner. My Good Work Standard which will soon launch will support employers to adopt the very best employment standards, including family friendly policies. I will also be publishing my vision for early years next month, which will consider the impact of the cost and availability of childcare on maternal employment.

Residential Developments and Play and Informal Recreation

Question No: 2017/4584

[Nicky Gavron](#)

How many residential developments with families have included policy 3.6 and the SPG on Play and Informal Recreation in 2015-16 and 2016-17? Please include details of the number of family units in each development, and; whether the development had no play space, some play space, or the full 10sq m per child and young person (0-18).

[The Mayor](#)

While we can't know exactly how new homes are occupied by families, the child yield calculator in the Play and Informal Recreation SPG uses the size and tenure of the proposed homes to help determine how many children are likely to live in a development and the amount of play space they need.

All referable planning applications are thoroughly scrutinised to ensure they provide appropriate play space according to policy 3.6 and the standards in the SPG. Play space is expected to be provided on-site, particularly 'doorstep' play for children aged under 5. Provision for older children may be appropriate off-site depending on the level of accessibility to existing play provision.

Boroughs provide information on new play space through the London Development Database. However; this data does not capture any off-site provision and so does not indicate whether a development complies with the SPG standard.

Heritage in the London Plan (1)

Question No: 2017/4585

[Nicky Gavron](#)

Looking back at previous versions of the London Plan the 2004 iteration showed a clear commitment to London's heritage in the vision and in a number of objectives, which in more recent versions of the Plan and supporting documents has become less pronounced, less clear and weaker. London's historic character is almost unparalleled and its unique selling point. Other world cities very much see heritage as a key element of delivering sustainable growth, which is demonstrated in the Ile de France strategic plan, in Rome and New York for example.

Can you make clear through the objectives and policies in the Plan your commitment to reinforcing the significance of heritage to London's quality of life, character and competitiveness?

[The Mayor](#)

My new London Plan will clearly express my commitment to London's heritage making clear that it is irreplaceable and an essential part of what makes London a vibrant and successful city, and its effective management is a fundamental component of achieving good growth.

The Plan's objectives and policies will embed the role of heritage in place-making and help deliver positive benefits from development that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing.

Heritage in the London Plan (2)

Question No: 2017/4586

[Nicky Gavron](#)

In your 12 October 2017 MQT response to my question on the London Heritage Strategy you told me that you see the Mayor's Design Advocates as key people for cascading expertise down to the boroughs.

To help people in the sector support them, in a similar way that they will be supporting Public Practice, could you let me know which of the advocates you think are likely to engage with heritage and local character as specific issues?

[The Mayor](#)

The Mayor's Design Advocates will be a key resource for built environment expertise, including historic environment specialists, and as such will inform my investments, decisions and policies.

Design Advocates with experience and knowledge of designing within historic contexts are likely to cascade these skills to boroughs through their role as part of the London Review Panel providing scrutiny and advice to developments, as mentors to Public Practice where Associates have a background in the field or through general advocacy for development that positively responds to local character.

A number of my Advocates have significant experience with working in historic contexts, for example, Alison Brooks, Richard Lavington, Sunand Prasad and Tom Holbrook. All Advocates share my vision for Good Growth, which promotes a contextual approach to development, putting existing places and people at the heart of proposals for change.

Heritage in the London Plan (3)

Question No: 2017/4587

[Nicky Gavron](#)

The NPPF states, "Para 129. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal."

How are you going to address this in your planning departments?

[The Mayor](#)

My new London Plan will ensure that when planning an area, boroughs evaluate its historical evolution and heritage assets, including an assessment of an asset's significance and contribution to local character. This information will help my planning officers as well as borough planners understand the impact of a development on any heritage assets, avoid harm to the asset, and where possible deliver benefits to the historic environment.

My planning unit will also, where necessary, seek specialist heritage advice for development proposals from organisations such as Historic England and other heritage specialists.

Building Community Cohesion

Question No: 2017/4588

[Nicky Gavron](#)

What does the Mayor see as the benefits of building on London's deep heritage and diverse urban character in building community cohesion and shared identity in London?

[The Mayor](#)

London is an incredibly diverse city, and this is reflected in our city's heritage and urban character. The popularity of events like the Diwali festival in Trafalgar Square, and the Pride parade through the streets of the West End, show that London's urban character is an incredible resource and a fantastic backdrop for community events. By protecting London's heritage - the spaces people love and the events that celebrate our communities - we help to bring people together and create our shared and ever-evolving identity as Londoners.

Subject: The Historic Fabric of London

Question No: 2017/4589

[Nicky Gavron](#)

What information does the Mayor have on the impact of planning decisions on the historic fabric of London?

[The Mayor](#)

The London Plan Annual Monitoring Report currently monitors, as a key performance indicator, the proportion of designated heritage assets at risk as a percentage of the total number of designated heritage assets in London. My new London Plan will monitor in more detail the impact of development on London's heritage, including any benefit of development to designated heritage assets.

Opportunities for heat capture at Edmonton Incinerator

Question No: 2017/4590

[Nicky Gavron](#)

Without heat capture at the proposed Edmonton Incinerator it will be an inefficient and high carbon powerplant.

What action are you taking to secure sufficient demand and commercial opportunities for the use of heat from Edmonton and how will you ensure and monitor that Edmonton takes up all opportunities?

[The Mayor](#)

I have no powers to ensure that the heat network company formed by the London Borough of Enfield takes-up these heat demand opportunities. However the GLA support was fundamental in helping Enfield develop the Edmonton energy-from-waste facility heat off-take opportunity through energy master planning, feasibility study work, and business case development. The support was provided by the predecessor to my Decentralised Energy Enabling Project (DEEP), DEPDU. Further development support is available from DEEP should Enfield need it. The London Plan also requires nearby developments to prioritise connection to existing heat networks so in the future more opportunities will be available to plug into the Enfield heat network which it is hoped that the company will exploit.

Subject: Business Work Space

Question No: 2017/4591

[Nicky Gavron](#)

Do you agree with the London Chamber of Commerce and Industry that your London Plan should secure long-term protection of business work space across the capital, including addressing the impact of Permitted Development Rights use - especially in the Central Activities Zone?

[The Mayor](#)

The London Plan will set out how business workspace should be protected and planned for, and I strongly encourage boroughs to put in place targeted Article 4 Directions to protect viable office locations.

The protection of office floorspace in the Central Activities Zone is particularly important, given the contribution that businesses in the CAZ make to London's - and the UK's - economy. I will be publishing further evidence in the next few months to assist CAZ boroughs in putting in place Article 4 Directions, and this approach will be strongly supported in the London Plan.

Tax Undeveloped Land

Question No: 2017/4592

[Nicky Gavron](#)

Do you support proposals to tax undeveloped land held by developers and have the power to compulsorily purchase?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 16/11/2017

My draft London Housing Strategy sets out my intention to explore options to improve the efficiency of land use and to speed up build-out rates. It also sets out my willingness to use compulsory purchase powers to unlock land for housing and proposes a range of measures to make the compulsory purchase process faster and smoother.

Piccadilly Line

Question No: 2017/4593

[Joanne McCartney](#)

To avoid delays experienced last autumn, TfL have adopted a new way of working the Piccadilly Line this autumn, of which includes Rail Adhesion Trains and vegetation removal. Has there been an initial assessment of the success of the new method?

[The Mayor](#)

The Piccadilly line's temporary autumn timetable runs until 21 December 2017, following which TfL will carry out a review of the various measures taken to avoid the leaf fall issues that led to delays and disruption on the Piccadilly line in autumn 2015 and 2016.

Initial indicators of the range of actions TfL have taken are positive. This includes the introduction of two Rail Adhesion Trains, which treat the rails to reduce the risk of poor adhesion, and an extensive vegetation management programme.

Since the new timetable was introduced on 9 October 2017, no trains have been withdrawn from service because of a flatted wheel. This compares to ten trains during a similar period last year. The introduction of an autumn timetable is in line with Network Rail practice and is already in place on the Metropolitan line.

Body Worn Cameras

Question No: 2017/4594

[Joanne McCartney](#)

Is there any correlation between the rollout of body worn cameras and complaints made against Metropolitan Police officers?

[The Mayor](#)

Below is a paragraph taken from the Police, Camera, Evidence: London's cluster randomised controlled trial of Body Worn Video evaluation from 2015.

Conducted by MOPAC in collaboration with the College of Policing, which suggests that there may be correlation:

BWV can reduce the number of allegations against officers, particularly of oppressive behaviour. Complaints related to interactions with the public also reduced and, although it did not reach statistical significance, the trend in overall complaints was consistent with these findings. Whilst there is no evidence of a change in the quality and type of interactions between officers and the public, during interviews officers reported particular instances where BWV changed behaviour. Officers also gave anecdotal evidence of using BWV recording to achieve early resolution of potential complaints, where they felt the footage demonstrated limited grounds, which is consistent with BWV officers reporting a feeling of greater protection from complaints in the survey.

M25 in Enfield

Question No: 2017/4595

Joanne McCartney

Is TfL concerned that the new "Smart Motorway" on the M25 has caused delays or extra congestion on TfL and borough roads inside London, and in Enfield in particular?

The Mayor

Officers are drafting a response which will be sent shortly.

Moped Thefts

Question No: 2017/4596

Joanne McCartney

Can you please provide:

- a) a month by month breakdown of reported stolen mopeds across London in 2017 and;
- b) a year by year breakdown of reported stolen mopeds across London over the past 5 years?

The Mayor

- a) Month by month breakdown of reported stolen powered two wheeler (motorcycle, moped, scooter, combination) across London in 2017

Aside from a recent increase, since April the number of such vehicles reported stolen has generally been declining.

Recorded Month	Motor Cycle	Moped	Scooter	Combination	Total
Jan	469	434	231	3	1137
Feb	484	431	252	2	1169
Mar	732	441	315	2	1490
Apr	874	407	324	2	1607
May	746	428	267	3	1444
Jun	659	394	309	4	1366
Jul	694	379	325	3	1401
Aug	637	300	271	1	1209
Sep	763	276	251	1	1291
Oct	794	294	246	4	1338
2017 Total	6852	3784	2791	25	13452

- b) A year by year breakdown of reported stolen mopeds across London over the past 5 years

Recorded Year	Vehicle Type Stolen				Total
	Motor Cycle	Moped	Scooter	Combination	
2012	4031	2137	1725	39	7932
2013	3728	2414	1512	53	7707
2014	4503	3181	1923	53	9660
2015	5296	3677	2268	35	11276
2016	6824	4978	3117	23	14942
2017*	6852	3784	2791	25	13452
Grand Total	31234	20171	13336	228	64969

* the figures for 2017 only go up to 31 October 2017.

Moped Enabled Theft (1)

Question No: 2017/4597

[Joanne McCartney](#)

Do you agree with Ken Marsh, the Chair of the Met Police Federation, when he says that officers are: "not protected against repercussions if they put anyone in danger" when pursuing a criminal who has committed Moped Enabled Theft?

[The Mayor](#)

Please see my response to MQ 2017 / 3201.

Moped Enabled Theft (2)

Question No: 2017/4598

[Joanne McCartney](#)

I understand that the Metropolitan Police is currently reviewing its pursuit policy, particularly for those who commit Moped Enabled Theft. What are the terms of the review?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Moped Enabled Theft Offenders

Question No: 2017/4599

[Joanne McCartney](#)

Can you please provide a breakdown of the offenders by age group and gender who have been arrested for committing Moped Enabled Theft in 2017?

[The Mayor](#)

Please see the attached spreadsheet in Appendix 4599.

It should be noted that there have recently been a number of successful prosecutions. In October 2017, four men were jailed for a total of 103 offences, receiving sentences varying from five years and three months to four years and two months. They will also be disqualified from driving for two years when released from custody.

Moped Enabled Theft Victims

Question No: 2017/4600

[Joanne McCartney](#)

Can you please provide an age group and gender breakdown of the victims of Moped Enabled Theft in 2017?

[The Mayor](#)

The spreadsheet attached in Appendix 4600 provides this information.

Please note, when it is reported that an incident has been enabled by a moped, scooter or motorcycle, it will be tagged in the MPS recording system as "GW: Suspect Riding Moped - Scooter - Motorcycle at the time of offence". The data in the spreadsheet attached has been drawn from such reporting.

Low Noise Tarmac

Question No: 2017/4601

[Joanne McCartney](#)

Is TfL investing in Ultra Low Noise Tarmac or Low Noise Tarmac for use on TfL roads?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

TfL uses low noise asphalt, including the Thin Surface Course System, Stone Mastic Asphalt and Dense Asphalt Concrete. The exception is resurfacing on structures where specialist asphalts are used for waterproofing purposes.

Night Overground

Question No: 2017/4602

[Joanne McCartney](#)

Are there plans to operate Night Overground services on other parts of the TfL network, for example the routes which run in my constituency of Enfield & Haringey?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Gospel Oak - Barking Line (1)

Question No: 2017/4603

[Joanne McCartney](#)

Is TfL planning to seek compensation from Network Rail for the delays to the electrification of the Gospel Oak - Barking Line?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Gospel Oak - Barking Line (2)

Question No: 2017/4604

[Joanne McCartney](#)

As with previous closures, can you reassure regular users of the Gospel Oak - Barking line that they will receive adequate compensation for the latest closure this November?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

Yes. TfL continues to automatically refund regular users of the Gospel Oak - Barking line any additional cost of travel made by Tube or rail.

Marston Court shipping container homes

Question No: 2017/4606

[Onkar Sahota](#)

The Marston Court shipping container homes built in Ealing have received mixed feedback from residents. Does the mayor believe that this initiative is an effective way to create affordable housing, and how will he ensure that affordable housing built by developers gives residents a comfortable standard of living?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Road safety on Uxbridge Road

Question No: 2017/4607

[Onkar Sahota](#)

Following the death of a cyclist of Uxbridge Road, can the mayor confirm whether TfL will be making any changes to Uxbridge Road to aid in the safety of pedestrians and cyclists when using the road?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

I was greatly saddened to hear of the death of Claudia Manera and I remain determined to reduce road danger in London, particularly for vulnerable road users.

The London Borough of Ealing is the highway authority for Uxbridge Road at this location and I will ensure that TfL supports Ealing as it reviews this tragic incident and assesses what changes are appropriate.

Thrive LDN event times

Question No: 2017/4608

[Onkar Sahota](#)

Looking at the ongoing work of Thrive LDN to improve the mental health and wellbeing of Londoners, I am aware that most of their meetings and their problem-solving booths are currently taking place during working hours. Are there any plans to develop more evening and weekend events to make the work of Thrive more accessible for many working Londoners?

[The Mayor](#)

Thrive LDN attend and get involved in a variety of events and activities at different times of day and in different settings; from universities, community centres, outside town halls and in local parks, to name a few.

The majority of community events that Thrive LDN were involved in over the summer occurred during the weekend to be inclusive of working Londoners.

For World Mental Health Day this year, we partnered with GoodGym on a number of mental health themed runs which took place on week day evenings to help promote exercise and positive community action as a good way to improve Londoners' mental health and wellbeing.

We have also recently developing a network of Thrive LDN Champions to help build the citywide movement and are planning for meetings to take place during the evening so as to not interfere with people's work commitments.

However, there is always more we could do and, going forward, Thrive LDN aims to increase its relationships with London employers and create further opportunities to engage with working Londoners.

Awareness of immediate response to acid attacks

Question No: 2017/4609

[Onkar Sahota](#)

I know the Mayor is doing very good work to tackle the rise in acid attacks across London - including rolling out acid kits in police cars and calling for tougher sentences. Does his office have any plans to work to raise awareness for Londoners about best practice if they are bystanders to an acid attack?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Air quality audit update

Question No: 2017/4610

[Onkar Sahota](#)

Could the Mayor provide an update into the early stages of his work to reduce air pollution around the London schools currently suffering from the highest air pollution levels in the capital?

[The Mayor](#)

I am committed to improving air quality in London, particularly for the most vulnerable Londoners. Over 400 schools are located in areas which exceed legal pollution limits. This is unacceptable.

Schools across London will benefit from my work to improve air quality, including transforming our bus and taxi fleets, delivering the T-charge and the early introduction of the central London Ultra Low Emission Zone (ULEZ). I will also shortly start consulting on expanding the ULEZ up to the north/south circular for all vehicles and London wide for buses, coaches and lorries. These measures will dramatically improve London's air quality.

However, I also wanted to take early action at those schools located in areas with some of the highest air pollution levels and have provided £250,000 to fund 50 audits. My schools air quality audits programme is on schedule, with 15 audits completed and the remainder scheduled for completion before the end of the year. Recommendations from the audits can then be implemented by the London boroughs using funding from TfL's Local Implementation Plan funding stream.

While I am funding the first 50 audits, I want the London boroughs to roll this out so that every school that is located in an area of high pollution can benefit from this approach.

Standards for STPS

Question No: 2017/4611

[Onkar Sahota](#)

The Mayor recently asked the King's Fund to do an independent analysis of Sustainability and transformation plans for the NHS in London. The report laid out seven key goals which the STPs should work to fulfil; delivering more co-ordinated care in the community, moderating demand for hospital services and cutting beds, reconfiguring acute and specialised services, prioritising prevention and early intervention, closing gaps in NHS finances, securing capital investment and stakeholders being meaningfully involved in implementing the plans.

How does the Mayor see these goals impacting his response to STPs and their work going forward? How does he intend to measure their success in meeting the standards laid out in the report, and what course of action can be taken if they fail to fulfil these objectives?

[The Mayor](#)

These are important points and are ultimately for STPs lead organisations to address. The King's Fund report recommended that I provide system leadership and oversight of the work being done by STPs and I will use the London Health Board (which I chair) which includes STP

representatives, to monitor implementation of these plans.

Following publication of the King's Fund report in September I set out a series of six assurances that need to be met before I offer my support to the Plans. These are:

1. Patient and public engagement - Proposals must show credible, widespread and ongoing patient and public engagement including with marginalised groups
2. Clinical Support - Proposals must demonstrate improved clinical outcomes, widespread clinical engagement and support, including from frontline staff
3. Impact on health inequality - The impact of any proposed changes to health services in London must not widen health inequalities. Plans must set out how they will narrow the gap in health equality across the capital
4. Impact on social care - Proposals must take into account the full financial impact any new models of healthcare, including social care, would have on local authority services, particularly in the broader context of the funding challenges councils are already facing
5. Hospital capacity - Given that the need for hospital beds is forecast to increase due to population growth and an ageing population, any proposals to reduce the number of hospital beds will need to be independently reviewed to ensure all factors have been taken into account. Any plans to close beds must be an absolute last resort, and must meet at least one of the NHS' 'common sense' conditions
6. Sufficient investment - Proper funding must be identified and available to deliver all aspects of the STP plans.

Women in all policies

Question No: 2017/4612

[Onkar Sahota](#)

The idea of 'health in all policies' comes out of the draft health inequalities strategy, how are impacts of policies on women monitored and measured?

[The Mayor](#)

Women make up 51 per cent of Londoners but are still subject to discrimination, inequality and harassment disproportionately to men. As such I am committed to understanding the experience of women in London and the barriers they face to living full, productive and safe lives.

All of my policies, programmes and strategies give due consideration to our responsibility under the Public Sector Equalities Duty. We gather evidence (through reporting and monitoring, evaluations, data analysis and grant funding) on gender inequalities in poverty and income, employment and business, education, skills, sport, community involvement, transport, housing, health, violence, safety and regeneration. We will continue to do this so that we can monitor progress and identify areas for action.

London Healthy Workplace Charter

Question No: 2017/4613

[Onkar Sahota](#)

London's Healthy Workplace Charter lists; Corporate support for wellbeing, Attendance management, Health and safety requirements, Mental health and wellbeing, Tobacco and smoking, Physical activity, Healthy eating and Problematic use of alcohol and other substances as criteria. Could this be updated to include criteria on flexible working?

[The Mayor](#)

Flexible working is an important part of the London Healthy Workplace Charter, falling under the 'Corporate support for wellbeing' standard. At achievement level and above, organisations must demonstrate that they have flexible working practices and family friendly policies in place.

London Healthy Workplace Charter (2)

Question No: 2017/4614

[Onkar Sahota](#)

What is the relationship between the Healthy Workplace Charter and the proposed Good Work Standard?

[The Mayor](#)

The London Healthy Workplace Charter and the proposed Good Work Standard are complementary. Both will help to improve health and reduce health inequalities.

With fair pay and the London Living Wage at its heart, my Good Work Standard will support employers to adopt best practice and achieve high standards in areas of such as workplace diversity, flexible working, health and well-being, ongoing skills development and employee voice.

One of the goals I proposed my Good Work Standard could include is employers developing a specific policy on workforce health and wellbeing, and improving understanding on mental and physical health, with the London Healthy Workplace Charter as the ideal framework in which to do this.

Female Hidden Homes Project

Question No: 2017/4615

[Onkar Sahota](#)

Can you please provide an update on the Female Hidden Homes Project?

[The Mayor](#)

The Female Hidden Homelessness Project currently has a full caseload of 25 women. A route off the street has already been found for over a third of this group. Once they are resettled, the Project will accept further referrals.

Female Hidden Homes Project (2)

Question No: 2017/4616

[Onkar Sahota](#)

Does the Mayor have plans to roll this project out beyond North West London?

[The Mayor](#)

The Female Hidden Homelessness Project is already pan-London, with referrals open to all London boroughs.

Social prescribing (1)

Question No: 2017/4617

[Onkar Sahota](#)

Social prescribing schemes are described as involving a variety of activities which are typically provided by voluntary and community sector organisations. Examples include volunteering, arts activities, group learning, gardening, befriending, cookery, healthy eating advice and a range of sports. What is being done to monitor the level of social prescribing and community referral occurring in London?

[The Mayor](#)

Through my draft Health Inequalities Strategy, I am currently consulting as to how I can support local authorities, the NHS and the voluntary sector to enable social prescribing to become a routine part of community support across London.

Social prescribing (2)

Question No: 2017/4618

[Onkar Sahota](#)

Is there any work being done to monitor if there are gender disparities in those undertaking the unpaid, voluntary work that is required for social prescribing to be effective?

[The Mayor](#)

The GLA is unable to monitor social prescribing in this way. This is because social prescribing works through link-workers who refer service-users to local voluntary organisations. These local voluntary organisations then deliver support as part of their usual 'service' to the community.

Research, if commissioned, would be best undertaken by NHS England and local clinical commissioning groups as they are in a position to collect the data. Such information would be valuable and the GLA will discuss this issue and seek to encourage the relevant organisations to take up that research.

Double Decker Buses on Rushout Avenue

Question No: 2017/4621

[Navin Shah](#)

Thank you for your reply to question 2017/4073 concerning the introduction of a double decker vehicle on routes H18/H19 to accommodate 'increased demand in school journeys during the AM and PM peak'. However, any notion that this vehicle operates during the stated hours has been strongly challenged by local Councillors and residents. I too have personally seen double decker bus operating at night and have been passed on a video of practically empty double decker operating at night well after peak time. The answer was misleading and inaccurate. Can you please check this and come up with a solution to help long suffering residents?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

The double-decker vehicle is used as part of the scheduled service and will operate throughout the day. The double-decker vehicle in operation on route H18/H19 was to replace a single-decker vehicle which is necessary to provide sufficient capacity in the morning and evening peaks. Restricting use of this double-decker vehicle outside of these times would result in additional single-decker vehicle requirements and higher running costs.

Zero Pollutant Smart City

Question No: 2017/4622

[Navin Shah](#)

I have been contacted by a resident who has asked me to ask you if you will 'commit to an audacious, almost impossible goal - namely commit London to becoming a "zero pollutant smart city" by 2025 and then kick start the process by creating a visionary collaboration between London's public and private sectors?'

[The Mayor](#)

Safeguarding the health of Londoners from toxic air is an important priority for me as Mayor. I am implementing the boldest policies of any city in the world with an aim to cut pollution and to achieve legal compliance with UK and EU limits as soon as possible.

In my draft environment and transport strategies I have set out my vision of London being a zero carbon city and having a zero emission transport system by 2050. There are clear milestones to delivering this included in the strategies, including an aim to have zero emission zones in central London and town centres by 2025, zero emission capable taxi and private hire vehicles fleets by 2033 and a zero emission bus fleet by 2037 at the latest. These are very ambitious targets for a major world city but they are realistic and deliverable.

I am already working in collaboration with the public and private sectors, for example through my Air Quality Business Fund, and I am also committed to making London the world's leading 'Smart City.' I will publish a Smart London Plan next year that will set out a new path to making this a reality through improved city-wide digital collaboration and innovation. I will also continue to lead several smart city demonstrator projects that foster international collaboration between industry and cities, such as Sharing Cities - an EU programme that tests and integrates new smart technologies across the energy and e-mobility sectors and aims to be a proving ground for a better, common approach to cut emissions and make smart cities a reality.

Investing in Affordable Homes

Question No: 2017/4623

[Navin Shah](#)

How do you see Communities Secretary Sajid Javid's recent comments that government should borrow to 'invest for the future' to tackle housing crisis and deal in particular with acute shortage of affordable housing?

[The Mayor](#)

I welcome the Secretary of State's comments. Successive national governments have not invested enough in new affordable homes, and it is absolutely vital that this government significantly increases its investment if London is to meet its housing needs. At a time when the cost of public borrowing is so low the case for more public investment is overwhelming, and I have made this case to the Chancellor in advance of his Budget statement.

Affordable Homes

Question No: 2017/4624

[Navin Shah](#)

It is reported that the PM has criticised the Mayor for starting only 371 affordable homes and failing to act fast enough to increase house building in London. Is the report correct and if so what is your response?

[The Mayor](#)

The Prime Minister's affordable housing figures related to part of the 2017/18 financial year. Since I started in office, 9,212 affordable homes have been started across London, and I agreed funding earlier this year for 50,000. This is despite the fact I inherited a legacy from the previous Mayor of planning permissions with just 13 per cent affordable housing, and not a single home for social rent being funded when I came into office.

Overhaul of Planning System (1)

Question No: 2017/4625

[Navin Shah](#)

Sir Mark Boleat (Chair of The Housing and Finance Institute) has recently called for a complete overhaul, of what he calls, deeply flawed planning system which gives far too much attention to 'articulate groups who make a lot of noise'. He's asking to hugely reduce influence of residents and calling for Australian style streamlined planning panels. Do you agree with any of his proposals and would these influence your London Plan?

[The Mayor](#)

I do not believe the planning system in London is 'deeply flawed', but I have been clear that the delivery of new homes can be speeded up if the Government devolved more planning powers to me.

Overhaul of Planning System - Greenbelt (2)

Question No: 2017/4626

[Navin Shah](#)

Sir Mark Boleat has also called for a major review of policies on the greenbelt to enable building on 'low grade' greenbelt easier with affording other more valuable open space greater protection? Is there any merit in doing this?

[The Mayor](#)

I have always been clear that the Green Belt should be protected from inappropriate development. My new London Plan will show how London should meet its housing need on brownfield and other sites, without building on London's protected green spaces.

Prefab Studio Flats

Question No: 2017/4627

[Navin Shah](#)

Do you see any future for 26 square metres studio flats such as promoted by 'Bijou Studio'?

[The Mayor](#)

My view is that homes that do not meet the minimum space standards set out in the London Plan do not provide a sustainable form of housing and are not suitable as affordable housing. The space standards set the minimum acceptable size for a studio at 37 square metres.

Police Helicopters

Question No: 2017/4628

[Navin Shah](#)

Does the shortage of helicopters pose a major risk to public safety during incidents in London?

If so what is being done to increase annual spend to renew the fleet?

[The Mayor](#)

There is no evidence to suggest that public safety has been compromised by a shortage of helicopters. I can assure you that MOPAC are fully engaged with the National Police Air Service and are working to further develop the service provided to London.

Impact of Brexit

Question No: 2017/4629

[Navin Shah](#)

London's ranking as the world's best university city is threatened if it loses EU funding for universities. How will the issues be addressed in post-Brexit era to maintain London and UK's position?

[The Mayor](#)

London has the world's leading cluster of teaching, research and innovation excellence. No other city brings together the quality and range of highly ranked institutions - from universities, to specialist colleges and research centres. I consult regularly with the sector and was joined by the President of Imperial College at my meeting last month with the Secretary of State, DExEU. I have called on the Government to prioritise our future involvement in EU research programmes and to make sure the UK's visa system supports academic and technical talent moving to the UK. However, I believe the fundamentals of our world leading position are strong.

Brexit - Immigration

Question No: 2017/4630

[Navin Shah](#)

Immigration is vital to London's economy, diversity and culture; with this, the rights of EU citizens living in London need protecting as well. How would you like to see this happen and what would you like the government to do to manage immigration sensibly without damaging London's economy and reputation as world's leading multicultural city? What are your thoughts on cap on migration?

[The Mayor](#)

Immigration will always be an important part of this great city. European Economic Area nationals living here must be given a cast iron guarantee that they can stay long term. The process for this should be as simple and comprehensive as possible. My broader position on immigration is clear: the UK should be in the Single Market with qualified freedom of movement; and there should be a more flexible visa system for non-EEA nationals - including a greater openness to creative and tech freelance talent, to entrepreneurs and international students working after they graduate. I do not support the current cap on Tier 2.

Uber Update

Question No: 2017/4631

[Navin Shah](#)

Uber global chief has apologised and you've commented that your door is open. What is the progress?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

School Test

Question No: 2017/4632

[Navin Shah](#)

Following the current review of the curriculum the Chief Inspector of Ofsted has hit out at primary and secondary schools for focussing too much on league tables and exams at the expense of promoting broader education and skills. Will you make representations to the Government about how we can promote academic excellence in London, and prepare Londoners for life and work in a world city, without putting undue and damaging pressure on pupils, schools and parents?

[The Mayor](#)

I am committed to working with education and skills providers to ensure all young Londoners have access to a broad and engaging education, including the development of their academic, technical and creative skills. I share the concerns of the Chief Inspector of Ofsted and feel that government policy is narrowing the curriculum and the importance of arts education is being lost. Through my London Curriculum, reaching two thirds of London secondary schools and 390 primaries, we are providing resources for schools to inspire learning through the people, places and heritage of London. My Cultural Leadership Board is also looking at ways to promote arts education in schools. I will be setting this position out to government, schools, cultural institutions, businesses, parents and students through the launch of my Skills Strategy and in my forthcoming vision for Young Londoners.

Overseas Trade

Question No: 2017/4633

[Navin Shah](#)

I welcome your announcement of visiting six cities to boost trade with India and Pakistan. Aren't you missing the trick by not visiting Bangladesh which too offers great scope for trade with London?

[The Mayor](#)

I recognise the importance of trade links with Bangladesh but, as I am sure you will appreciate, adding an extra country to my visit would extend the length of my trip considerably and I do not think that would be appropriate to be out of London for that length of time.

NHS Future

Question No: 2017/4634

[Navin Shah](#)

The annual report of England's regulator has highlighted problems of rising demand, bed and staff shortages etc. CQC have described the situation as 'precarious' and described the health service to be straining at seams'. The QC chief executive has warned about falling standards in the quality of care and service. How can London be protected from this?

[The Mayor](#)

The CQC's recent comments simply reflect the government's failure on health. I understand that leading health think tanks the King's Fund and Nuffield Trust have said the NHS needs £24 billion extra funding by 2022 just to maintain current standards. Furthermore, NHS leaders have come forward and said if additional funding is not identified in the budget later this month then there will need to be a public debate about what the NHS can realistically offer.

This is a wholly unacceptable situation and one that's entirely of this government's creation. The best way to protect the NHS and its patients is to elect a government which values and supports it.

Older Londoners (1)

Question No: 2017/4635

[Navin Shah](#)

What work have you done to promote the contribution of older Londoners actively in all areas of your responsibility, such as skills and employment?

[The Mayor](#)

My Vision for a diverse and inclusive city highlights the important place older Londoners

have within our communities and in the social and economic life of our city.

All Londoners, including older adults, deserve the opportunity to develop the skills they need to fulfil their potential in work throughout their lives. I am working to develop a coherent and accessible all-age careers information, advice and guidance offer. We will act to ensure that the devolved Adult Education Budget prioritises support which provides flexible, inclusive and integrated skills and training provision, prioritising improving progression outcomes to meet the needs of all Londoners, including older Londoners.

To promote the contribution of older Londoners in volunteering roles, Team London's

recent Small Grant Fund has been investing in projects which optimise the skills and experience

of people in transition to retirement.

Older Londoners (2)

Question No: 2017/4636

[Navin Shah](#)

What have you done to challenge the negative images of older people and promote the positive images of older people?

[The Mayor](#)

Many of the GLA's programmes provide an opportunity to promote positive images of older people. For example, Get Moving, a pilot project promoting the social and health benefits of regular physical activity, featured older Londoners enthusiastically participating in a range of sports and culture activities. Wanted: Volunteers 59 + was a recent campaign to engage the newly retired into sharing their skills and expertise in volunteer roles across the capital.

We ensure photographic images and video footage in our marketing and public materials including advertising, social media, reports and publications reflect the diversity of Londoners across age, gender, race, disability and other protected characteristics. We also work hard to ensure we do not stereotype and this includes not stereotyping older people.

Older Londoners (3)

Question No: 2017/4637

[Navin Shah](#)

What work have you done to tackle digital exclusion and get more older Londoners online?

[The Mayor](#)

Nearly one in ten (7.2 percent) of all Londoners have never used the internet and are considered digitally excluded. This rate rises to nearly 20 percent among 65-year-old Londoners and up to 50 percent among Londoners who are 75 or older.

Through Team London, I am funding community organisations in Camden and Southwark to support older Londoners to get online. And in Lewisham the Mi Wifi pilot is lending wifi-enabled tablets to older Londoners and supporting them with their basic digital skills.

In addition to this community-based support, my new Chief Digital Officer is working to ensure that London's technological innovation is used to transform the way that public services are delivered in London, making them more accessible, efficient and better suited to the needs of Londoners.

Dementia Friendly city?

Question No: 2017/4638

[Navin Shah](#)

What have you done to make London a Dementia Friendly city?

[The Mayor](#)

I have supported Alzheimer's Society to help raise awareness of the issues facing people affected by dementia.

At City Hall many staff, including front of house, are already Dementia Friends and I plan to make sure all staff have the opportunity. TfL and the Met Police have embedded dementia awareness training for their public-facing teams.

I have seconded a member of staff from Alzheimer's Society to my Health Team for a day a week to help build on the work we've done so far and to lead a Dementia-Friendly London event in March next year.

Gypsy, Roma and Traveller people (1)

Question No: 2017/4639

[Navin Shah](#)

Gypsy, Roma and Traveller people are the most disadvantaged ethnic groups in the UK. On average, they have a shorter life expectancy than the rest of the population, poor educational outcomes and often face hostility and discrimination from others in society. What work have you done to address the inequality Gypsy, Roma and Traveller people face?

[The Mayor](#)

Recently my Deputy Mayor for Social Integration, Social Mobility and Community Engagement held a roundtable with key members of the Gypsy, Roma and Traveller communities. The meeting provided the community with an opportunity to share their experiences on discrimination, racism, health and education.

Additionally, this week my Community Engagement Team launched a 'Citizen Led Engagement' funding programme which targets 6 community groups, one of which are the Gypsy, Roma and Traveller communities. If successful, they will be working with the groups to coproduce a programme of engagement which will generate insight to inform policy and practice in City Hall.

London Gypsies and Travellers and the London Gypsy and Traveller Forum contributed case studies to the consultation carried out on my Diversity and Inclusion vision. My vision highlighted the educational underachievement of Gypsy, Roma and Traveller pupils, the low level of employment of people from Gypsy, Roma and Traveller communities and the lack of pitches for these communities. I am looking into how I can address these issues through my Housing and other strategies.

Gypsy, Roma and Traveller people (2)

Question No: 2017/4640

[Navin Shah](#)

What have you done to challenge the negative images Gypsy, Roma and Traveller people and promote their positive image?

[The Mayor](#)

Recently my Deputy Mayor for Social Integration, Social Mobility and Community Engagement held a roundtable with key members of the Gypsy, Roma and Traveller community.

The meeting provided the community with an opportunity to share their experiences of discrimination and racism. The London Gypsies and Traveller's campaign 'We Are All So Many Things' was highlighted as a positive example, for which the Deputy Mayor has already shown his support during Gypsy, Roma and Traveller history month in June.

My Community Engagement team are also exploring ways in which the GLA could positively commemorate Gypsy Roma and Traveller History Month 2018.

Kensal Green station

Question No: 2017/4641

[Navin Shah](#)

I have been contacted by a considerable number of concerned residents and local councillors who are concerned about the recent spike in nasty robberies and stabbings in the area. 1) Can some lights be placed outside Kensal Green station? 2) Have transport police / TfL have recorded any evidence of crime on the station itself?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01/12/2017

There were no recorded robberies in the 18 months from 1 April 2016 to 31 October 2017 at Kensal Green station. In total, there were five crimes in all categories during that period.

The British Transport Police carries out patrols when and where necessary on the London Underground and London Overground networks. The area around Kensal Green station is enforced by the MPS who target patrols on an intelligence-led basis. They have responded to recent concerns by increasing foot patrols outside the station.

Additionally, in response to the concerns of residents, one of Transport for London's Community Safety and Crime Prevention Officers will carry out a survey at Kensal Green Station to assess what improvements could be made in the immediate area

Sign Language Week 2018

Question No: 2017/4642

[Navin Shah](#)

Sign Language Week is due to take place on 12th - 18th March 2018 which will mark the 15th anniversary of BSL recognition. Do you have any plans to promote and acknowledge this?

[The Mayor](#)

Sign Language Week provides the opportunity to highlight the importance of ensuring Deaf Londoners have access to information and services across the capital. We will certainly acknowledge and promote this important campaign.

Wealth gap

Question No: 2017/4644

[Fiona Twycross](#)

Can you provide the data for the wealth gap between the richest and poorest Londoners since 2007?

[The Mayor](#)

The official source of information on wealth is the ONS Wealth and Assets Survey. Data is not currently available to GLA officers to answer this question for the time period requested. Further data will be available to fully answer this question by January 2018.

An earlier MQ (2017/2593) looked at wealth at the 10th and 90th percentile of the distribution in London in 2010-2012 and 2012-2014. It found that total net wealth for private households in the two survey periods was:

This measure incorporates net property wealth, physical wealth, net financial wealth and private pension wealth. It does not include business assets owned by household members or rights to state pensions.

Construction industry

Question No: 2017/4645

[Fiona Twycross](#)

The construction industry is now officially in recession. What are you doing to address this issue?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Small business Saturday

Question No: 2017/4646

[Fiona Twycross](#)

What action do you have planned to promote Small Business Saturday?

[The Mayor](#)

We have an exciting programme of activity to support the year's event, which is a fantastic initiative to help promote small businesses and encourage people to shop local.

In the run-up to SBS, City Hall is delighted to be taking part in the Small Business Saturday Bus Tour on Friday 17 November. The Bus will play host to numerous activities, workshops and small businesses exhibiting and Rajesh Agrawal, my Deputy Mayor will be hosting its visit to City Hall. While visiting the Bus, he will meet and speak with small businesses to hear what challenges they face and how we can support them. He will also be doing a Facebook live interview from the Bus.

Simon Pitkeathley, Member of the LEAP and its champion for small business will also visit the bus and meet and speak to small businesses to promote the London Growth Hub, City Hall's key business support initiative aimed at helping small business to start, grow and flourish. Our support will continue through online promotion at www.london.gov.uk and through City Hall and the London growth Hub's social media channels.

Child Poverty

Question No: 2017/4648

[Fiona Twycross](#)

How many children in London are living in poverty? Do you have the figure for each year since 2007?

[The Mayor](#)

According to the Households Below Average Income publication, there are 300,000 children in London living in poverty on a 'before housing costs' basis and 700,000 children in London living in poverty on an 'after housing costs' basis. These figures apply to both relative and absolute measures of poverty, but due to small sample sizes, are only available to the nearest 100,000.

Data going back to 2006/07 is available at this link -

<https://data.london.gov.uk/dataset/hbai-poverty> - in tables 4.17ts and 4.23ts.

Breastfeeding at work

Question No: 2017/4649

[Fiona Twycross](#)

Will the Mayor encourage organisations in London to sign up to the National Infant Feeding Network?

[The Mayor](#)

As part of the draft London's Health Inequalities Strategy, I and London's partners are proposing to make London a more breastfeeding and baby friendly city - I am leading the way by ensuring City Hall is a welcoming place both for visiting mothers to breastfeed their babies and for staff returning from maternity leave to continue expressing milk in a safe, comfortable and hygienic manner.

I would welcome organisations signing up to the National Infant Feeding Network and as part of the consultation on the Health Inequalities Strategy, will give serious thought to formally encouraging them to do so.

Healthy Workplace Charter (1)

Question No: 2017/4650

[Fiona Twycross](#)

How will the Good Work Standard differ from the Healthy Workplace Charter?

[The Mayor](#)

Please see my response to MQ 2017/4614.

Healthy Workplace Charter (2)

Question No: 2017/4651

[Fiona Twycross](#)

How are you encouraging London's businesses to sign up to the Healthy Workplace Charter?

[The Mayor](#)

This is done through a number of means:

Local Authorities provide support to organisations in their locality

Working with sponsors to engage with their networks

Encouraging organisations already accredited to promote to their supply chains and contacts

Good Work Standard

Question No: 2017/4653

[Fiona Twycross](#)

When do you expect to launch the Good Work Standard?

[The Mayor](#)

My officers are currently looking at the responses to the call for evidence which closed on 18 September and will provide me with advice on what actions and resources are needed to take this forward.

Good Work Standard

Question No: 2017/4655

[Fiona Twycross](#)

How will you measure the success of the Good Work Standard?

[The Mayor](#)

My officers are currently looking at the responses to the call for evidence which closed on 18 September and will provide me with advice on what actions and resources are needed to take this forward.

Public health emergency

Question No: 2017/4658

[Fiona Twycross](#)

Would you agree that food poverty in London is a public health emergency that needs to be taken seriously by the Government?

[The Mayor](#)

Food poverty in London is a growing problem that we need to tackle in partnership as a matter of urgency. Although there is no official measurement of food poverty or food insecurity we know that 110,000 food aid packages were given out by Trussell Trust foodbanks in London during the last financial year. This figure does not tell the whole story, as there are other providers of crisis food support, and many more Londoners who may be eligible for support but do not receive help due to the stigma associated with foodbanks.

This year through my food programme I will support ten boroughs to produce food poverty action plans and I will continue to support the Mayor's Fund for London to deliver Kitchen Social, school holiday clubs offering activities and a healthy meal to children from low income households. These initiatives will contribute to a strategic approach to help tackle food poverty and holiday hunger.

Responsibility of food poverty

Question No: 2017/4660

[Fiona Twycross](#)

Responsibility for tackling food poverty and insecurity falls between a number of Government Departments and therefore risks falling through the gaps. Will you lobby the Government to ask for a dedicated Minister to deal with food poverty?

[The Mayor](#)

It is true that responsibility for tackling food poverty and insecurity does not fall to a single Government department. However, it is an important issue for many Londoners. Through my food programme I am supporting local authorities to produce food poverty action plans to help alleviate the issues of food poverty. I am also continuing to support the Mayor's Fund for London to deliver Kitchen Social, a project establishing school holiday clubs offering activities and a healthy meal to children from low income households.

However more can be done. I will use my new London Food Strategy to highlight this issue and I will continue to lobby Government on the wider issue of food insecurity and poverty, including the issue of delivering a more joined up approach at Ministerial level.

Food poverty

Question No: 2017/4662

[Fiona Twycross](#)

You stated in MQ 2017/2605 that you have committed to monitor levels of child poverty and food bank use. How do you intend to do this?

[The Mayor](#)

I have done this by continuing to support through funding from my food programme the Good Food for London and Beyond the Food Bank reports, which both measure and track how London's councils are progressing against a range of food issues such as food poverty and food access indicators.

My officers look at data collected by groups that measure and monitor levels of child poverty and food bank use. For example, the Trussell Trust, twice a year monitor the amount of emergency food parcels given to Londoners by their foodbanks. However, we know this is an inadequate measure of food poverty. This is why I lobbied ministers to introduce a standard measure of household food insecurity.

Early next year I will publish the new London Food Strategy, which will include a focus on alleviating food poverty and hunger to help all Londoners secure access to healthy, affordable food.

Meals on Wheels

Question No: 2017/4665

[Fiona Twycross](#)

Can you update me on the progress of the Meals on Wheels pilots in London?

[The Mayor](#)

Meals on wheels services provide a vital role in allowing older people to maintain their independence. Poor nutrition for people who are unable to get out and buy their own food is a problem in London as they are often not able to access enough nutritious food to stay healthy. Meals on wheels services are vital but they are in decline. Research shows that last year less than half of London councils were providing a service whereas two years earlier two-thirds had been supplying a daily hot meal. The Beyond the Food Bank Report 2017 which I support through my food programme measures which London councils provide the service and advises on what other councils could do. According to the report in 2017 only 9 out of 22 councils surveyed had a meals on wheels service.

Although GLA does not directly fund any meals on wheels pilots in London, my food programme officers did help to broker a partnership between Hertfordshire Independent Living Service, One Housing and food providers Apetito, who have joined together to provide a new 'meals and more' service called London Independent Living Services(LILS). This currently only operates in Camden but they hope to extend across London. My food team are monitoring progress of that initiative to learn whether it may be replicable elsewhere in London.

Benefit freeze

Question No: 2017/4667

[Fiona Twycross](#)

How many Londoners have been impacted by the freeze in benefits such as Child Benefit?

[The Mayor](#)

Researchers at Sheffield Hallam University's Centre for Regional Economic and Social Research have estimated that 1,080,000 households would be affected by the freeze in working age benefits. In addition, their research predicted that those households would experience an estimated loss of £630m per annum, equivalent to £108 per annum for each working age adult.

Households in boroughs including Enfield, Barking and Dagenham and Brent were predicted to be amongst the worst affected.

Breakfast in schools

Question No: 2017/4670

[Fiona Twycross](#)

What will you commit to doing to increase the take up of free breakfast provision in schools in London?

[The Mayor](#)

Free breakfast provision in schools in London is run by a variety of organisations and some of these are funded by the charity Magic Breakfast. I understand that Magic Breakfast have schools on their waiting list and are waiting until they have raised sufficient funds to be able to offer support.

My Healthy Schools London (HSL) awards programme supports the provision of breakfast clubs, such as those promoted by Magic Breakfast, ensuring that schools offer their pupils an environment that is healthy for them to learn, play and develop in. Schools working to achieve HSL Bronze Award will be helping to promote this - so far over 80% of London schools either have or are working towards achieving their Bronze Award. London's boroughs are crucial to ensuring that schools serving communities who disproportionately suffer from health inequalities get the most out of my HSL and are well supported in doing so, including promoting free breakfast provision. Some Boroughs make the most of what my HSL can offer to schools and some need to go further in their support to enabling schools to be healthier settings.

As part of the current consultation on my draft Health Inequalities Strategy, I would welcome the views of Assembly Members and will give serious thought to any suggestions that may help to increase uptake of free breakfast provision in schools.

Food bank usage

Question No: 2017/4672

[Fiona Twycross](#)

Food banks are expecting usage to increase this winter due to the roll out of Universal Credit and are concerned that they will struggle to keep enough food on the shelves. How can you help to prevent Londoners going hungry this winter?

[The Mayor](#)

The rollout of Universal Credit has thrown up administrative shortcomings that are causing genuine hardship for claimants, especially when combined with the effects of other welfare reforms such as the benefit cap and the freeze in housing benefit rates for private renters. My officers are exploring opportunities to work with boroughs and civil society organisations to ensure the effects of the shortcomings of this policy are fully evidenced and that the Government policy responds to the picture on the ground.

Through my food programme, I am supporting ten local authorities with funding to produce food poverty action plans to help alleviate the issues of food poverty. Each borough receives expert advice and support from the GLA food team and food charity Sustain to work in partnership with local stakeholders and ensure the plans create strategic solutions to food poverty, in ways that suit the needs of their local residents.

Food poverty and hunger do not exist in isolation and that is why I am working to make London more affordable by continuing to freeze TFL fares and help Londoners save money on their transport costs through my hopper fare. I have worked closely with The Living Wage Foundation to champion the London Living Wage and encourage all employers and local authorities to sign up to paying the London Living Wage. My fuel poverty action plan is currently out for consultation and will help to reduce fuel poverty for Londoners so that they have more to spend on food during winter.

Holiday Hunger

Question No: 2017/4674

[Fiona Twycross](#)

Will you write to all London MPs to urge them to vote for Frank Field MP's School Holidays (Meals and Activities) Bill and highlight the importance of providing healthy meals to children in London during the school holidays which increases educational attainment?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 16/11/2017

Social eating projects

Question No: 2017/4677

[Fiona Twycross](#)

In your Food Strategy, will you look at social eating programmes which will feed whole families and signpost parents on where to get advice and support?

[The Mayor](#)

The new London Food Strategy, to be launched in early 2018, will look at a wide range of issues so that all Londoners can access healthy food wherever they live and no matter what their household income.

I know that officers developing the Food Strategy will consider what role social eating programmes can play. The Strategy will look at how we can help people to have better food at home, when they are out shopping, and the role that community-focussed food activities can play, especially for people on low incomes or who may be struggling to feed themselves or their family.

Roll out of Universal Credit in London

Question No: 2017/4684

[Fiona Twycross](#)

Last month Croydon Council in partnership with Southwark Council warned in a new study the major flaws in the Government's flagship policy Universal Credit, which is placing more families in rent arrears and forcing them to rely on foodbanks. With Universal Credit set to be rolled out across many more London boroughs, what assessment has he made on the impact this will have on single mothers in living in the capital who could face severe hardship this Christmas?

[The Mayor](#)

The study published by the two London boroughs is powerful testimony to the problems that the roll-out of Universal Credit is throwing up from two of the first parts of the country to have experienced it.

We know that the minimum six-week waits that new claimants must endure before receiving their first payments can drive people into poverty and force them to rely on food banks. However, we do not have projections for the numbers of single mothers likely to make a claim to Universal Credit in London over the coming weeks.

However, I would direct the assembly member to the recent report published by Gingerbread which shows that the new conditionality requirements in Universal Credit could affect as many as 165,000 single parents by the time it is fully rolled out. This holds out the prospect of parents of three and four year olds being required to look for work or risk being sanctioned for the first time.

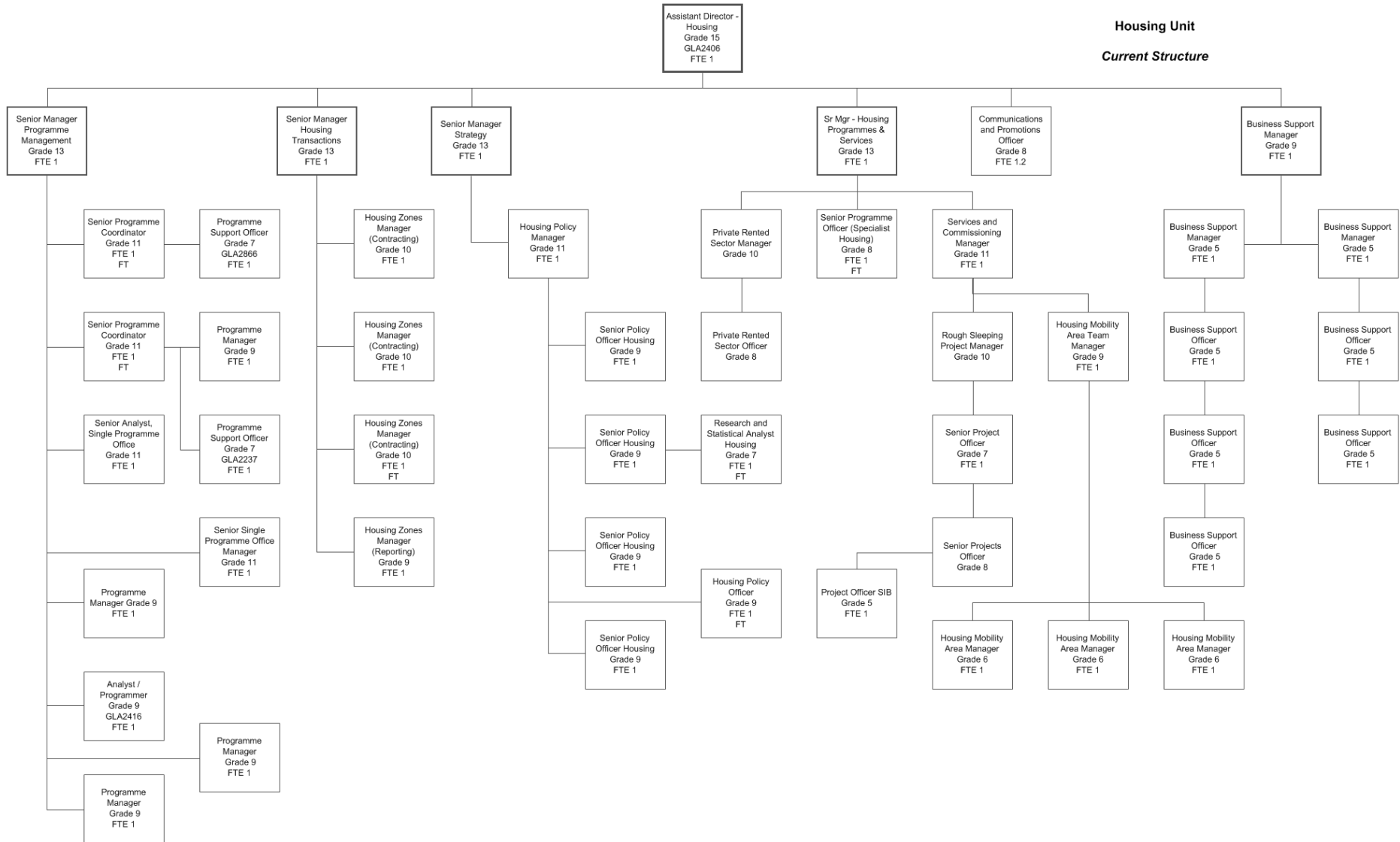
Appendix 1

Financial Year	No. of contracted FMEs	Number of arrests	Indicative detainees requiring healthcare assessments (1/3 of those arrested)	Reduction in detainees requiring healthcare assessments
2012/13	95	235,657	78,552	
2013/14	84	234,893	78,298	
2014/15	86	223,112	74,371	
2015/16	91	209,380	69,793	
2016/17	89	186,650	62,217	21.8% from 2012/13

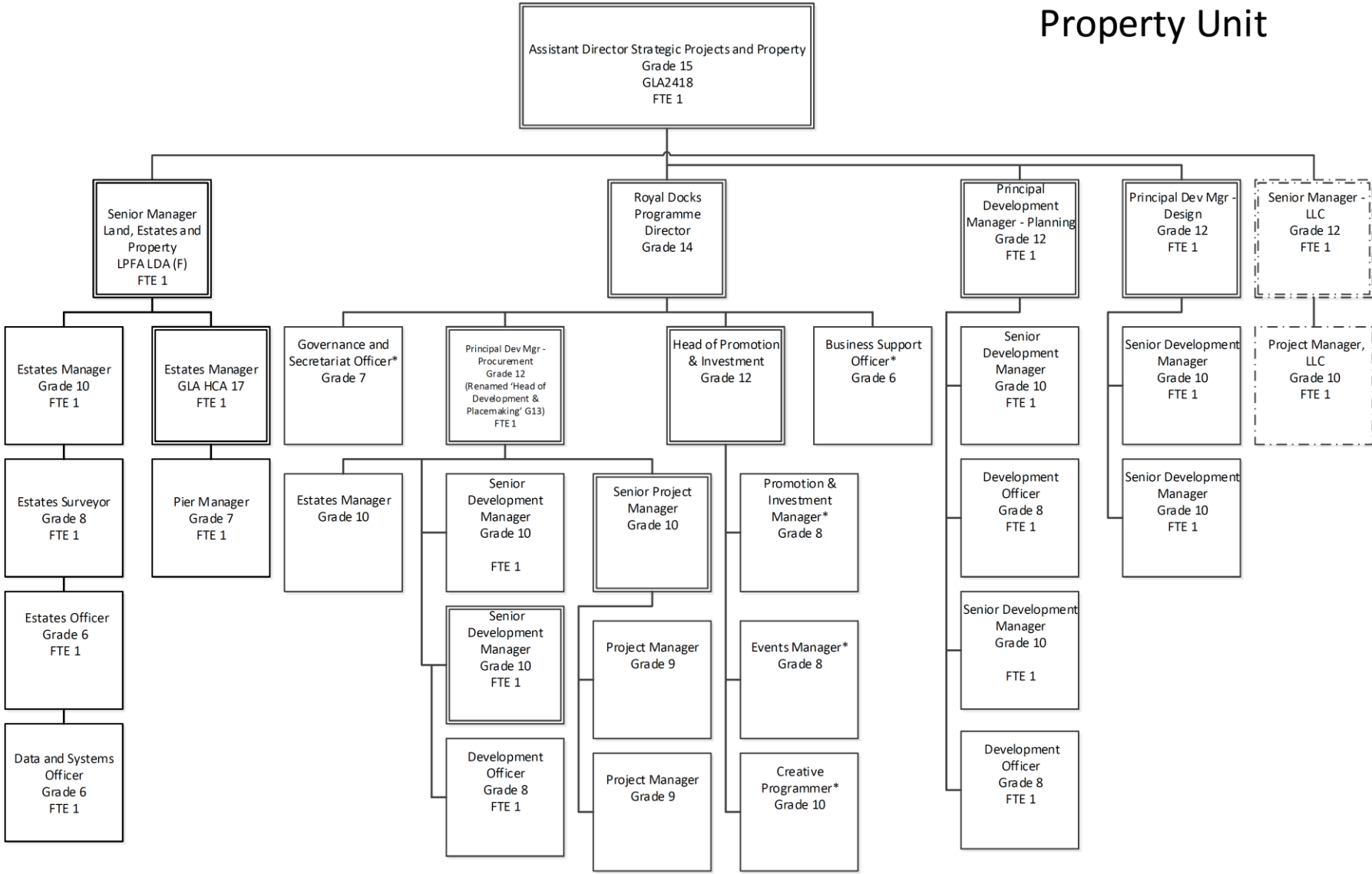
* calendar not financial year.

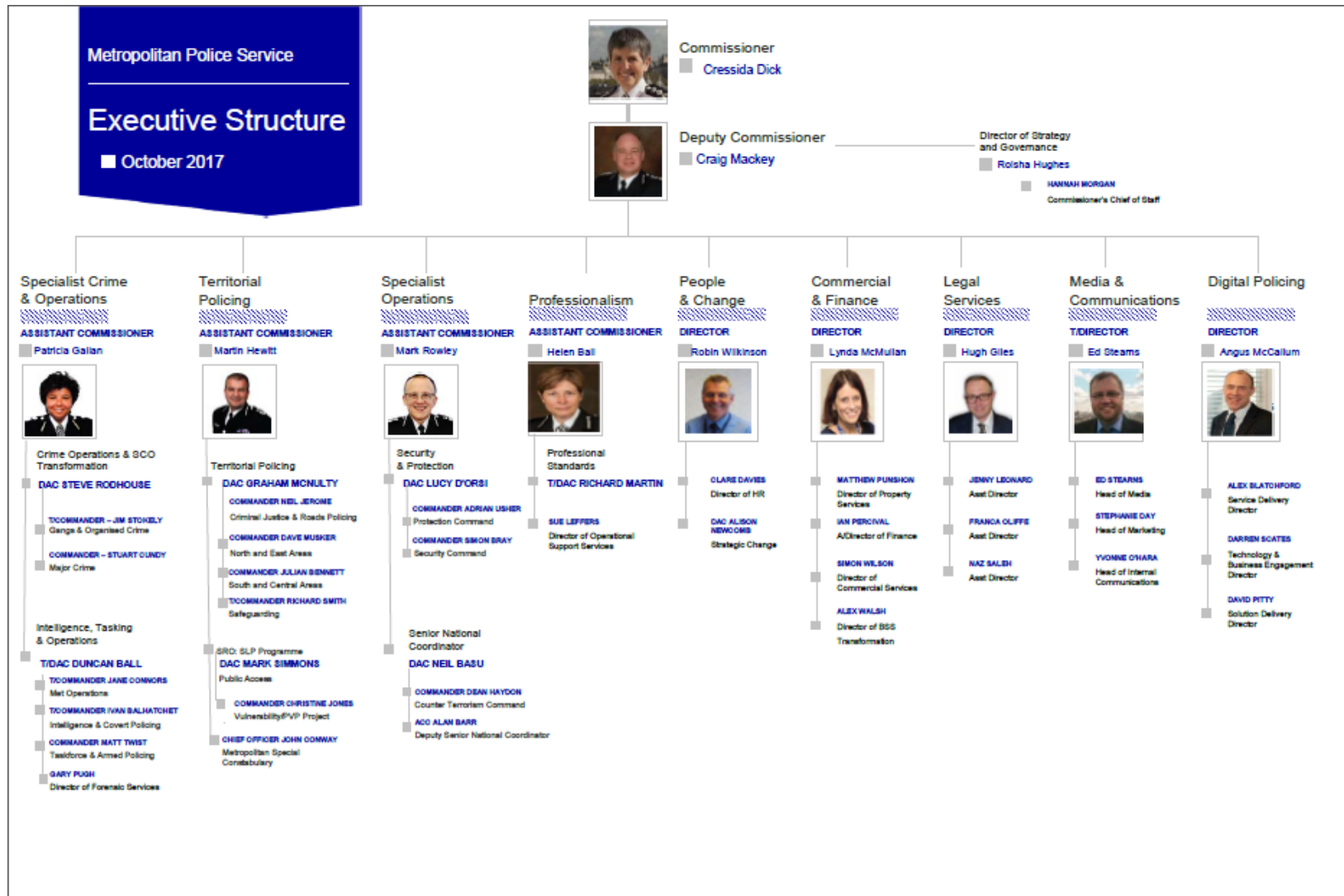
Appendix 2

Housing Unit Current Structure



Strategic Projects & Property Unit





Hate Crime

Recorded between 08/05/2016 and 31/10/2017

Protective Marking	Not Protectively Marked
Suitable for Publication Scheme	Yes
Ad-Hoc Reference Number	100004
Ref Number	Question 4405,4406,4407,4408,4410,4411
Summary	Hate Crime. Recorded between 08/05/2016 and 31/10/2017
Creating Branch / Directorate	MethQ - Information and Insight
Date Created	09/11/17
Review Date	01/04/19

This report uses LIVE DATA extracted from: CRIS MIS

Date Live data was extracted: 08/11/2017

The data in this report reflects live data which may be subject to small changes over time

IMPORTANT: Please ensure that the Notes Page is read in conjunction with the data in this report to ensure that it is interpreted correctly.

MQ4405

Daily Hate Crime figures
recorded by the MPS during
October 2017

Recorded Date	Anti Semitic	Disability	Faith	Homophobic	Islamaphobic	Racist	Transgender	Grand Total
01/10/17	3	1	6	6	3	47	0	66
02/10/17	3	0	8	2	4	54	1	72
03/10/17	7	0	11	4	4	45	0	71
04/10/17	2	2	8	2	4	40	1	59
05/10/17	1	2	3	5	2	51	0	64
06/10/17	2	2	4	5	2	48	0	63
07/10/17	0	2	5	5	5	43	0	60
08/10/17	2	0	5	4	3	40	0	54
09/10/17	1	2	4	4	3	38	2	54
10/10/17	1	0	2	6	1	36	0	46
11/10/17	2	3	7	6	5	51	0	74
12/10/17	1	3	10	10	5	41	0	70
13/10/17	1	2	7	7	4	43	1	65
14/10/17	0	2	3	8	3	55	0	71
15/10/17	2	0	6	3	4	50	0	65

16/10/17	0	0	17	9	16	44	0	86
17/10/17	0	1	4	1	4	51	0	61
18/10/17	1	1	8	14	4	51	1	80
19/10/17	1	2	4	6	2	47	0	62
20/10/17	1	0	3	4	1	41	0	50
21/10/17	1	2	8	6	7	41	0	65
22/10/17	2	0	7	4	3	39	0	55
23/10/17	4	1	10	6	5	41	1	68
24/10/17	0	3	3	1	3	29	1	40
25/10/17	1	0	8	11	6	44	4	74
26/10/17	3	0	5	2	2	42	0	54
27/10/17	1	1	3	3	2	34	0	44
28/10/17	0	1	4	10	4	40	0	59
29/10/17	3	3	9	4	6	51	0	76
30/10/17	2	1	5	9	3	38	0	58
31/10/17	1	1	2	7	0	49	2	62
Grand Total	49	38	189	174	120	1364	14	1948

MQ4406

Hate Crime figures recorded by
the MPS during October 2017
by Home Office
Offence
Grouping

Major Classification	Minor Classification	Anti Semitic	Disability	Faith	Homophobic	Islamaphobic	Racist	Transgender	Grand Total
Violence Against the Person	Violence with Injury	1	6	13	20	11	79	0	130
	Violence without Injury	14	11	51	48	32	343	3	502

Violence Against the Person Total		15	17	64	68	43	422	3	632
Sexual Offences	Other Sexual Offences	0	0	0	0	0	2	1	3
Sexual Offences Total		0	0	0	0	0	2	1	3
Robbery	Robbery of Business Property	0	0	0	0	0	2	0	2
	Robbery of Personal Property	0	1	1	1	1	9	0	13
Robbery Total		0	1	1	1	1	11	0	15
Burglary	Burglary - Residential	0	0	0	1	0	1	0	2
	Burglary - Business and Community	0	0	0	0	0	1	0	1
Burglary Total		0	0	0	1	0	2	0	3
Vehicle Offences	Theft from a Motor Vehicle	0	0	1	0	1	0	0	2
Vehicle Offences Total		0	0	1	0	1	0	0	2
Theft	Theft from Person	0	1	0	0	0	1	0	2
	Shoplifting	0	0	1	0	1	13	0	15
	Other Theft	0	1	0	0	0	3	0	4
Theft Total		0	2	1	0	1	17	0	21
Arson and Criminal Damage	Arson	0	0	0	0	0	1	0	1

	Criminal Damage	5	1	12	10	3	63	0	94
Arson and Criminal Damage Total		5	1	12	10	3	64	0	95
Drug Offences	Possession of Drugs	0	0	0	0	0	2	0	2
Drug Offences Total		0	0	0	0	0	2	0	2
Possession of Weapons	Possession of Firearm with Intent	0	0	0	0	0	1	0	1
	Possession of Other Weapon	0	0	0	0	0	2	0	2
	Possession of Article with Blade or Point	0	0	0	0	0	1	0	1
Possession of Weapons Total		0	0	0	0	0	4	0	4
Public Order Offences	Public Fear Alarm or Distress Racially or Religiously Aggravated	3	13	16	76	13	139	10	270
	Public Fear, Alarm or Distress	25	3	86	17	52	680	0	863
	Other Offences Against the State, or Public Order	1	1	8	0	6	14	0	30
Public Order		29	17	110	93	71	833	10	1163

Offences Total									
Miscellaneous Crimes Against Society	Threat or Possession With Intent to Commit Criminal Damage Perverting Course of Justice	0	0	0	1	0	5	0	6
		0	0	0	0	0	2	0	2
Miscellaneous Crimes Against Society Total		0	0	0	1	0	7	0	8
Grand Total		49	38	189	174	120	1364	14	1948

MQ4407

How police were notified of Hate Crimes recorded between 8th May 2016 - 31st October 2017

How Notified	Anti Semitic	Disability	Faith	Homophobic	Islamaphobic	Racist	Transgender	Grand Total
NA Automated Alarm	0	0	1	1	1	18	0	21
NB Officer/PCSO-Street	20	16	119	92	84	739	7	1077
NC Caller At Station	50	104	328	381	226	2157	23	3269
NF Found By Police	30	14	162	145	111	1423	9	1894
NI Internet	40	22	118	103	56	477	10	826

Reporting NJ Social Services NK Education Authority NL Doctor/Hospital NO Other Notification NP Phone Call to Police NQ By email NS Transferred Crime NT 3rd. Party Report NU Fire Brigade	0	1	0	0	0	2	0	3
	0	0	10	6	8	26	1	51
	0	0	2	1	2	36	0	41
	4	11	40	40	34	231	5	365
	596	682	2655	2310	1732	18979	225	27179
	34	9	93	56	52	266	2	512
	6	5	29	36	16	218	5	315
	8	9	27	17	15	72	2	150
	0	0	0	0	0	4	0	4
Grand Total	788	873	3584	3188	2337	24648	289	35707

MQ4408

Period between Hate Crime
Committed to Recorded date
during 8th May 2016 - 31st
October 2017

Committed to Recorded	Anti Semitic	Disability	Faith	Homophobic	Islamaphobic	Racist	Transgender	Grand Total	Grand Total (%)
Committed and Reported on the Same Day	238	241	1365	1248	958	11406	88	15544	43.53%

Committed and Recorded Within 7 Days	465	514	1932	1680	1232	11858	162	17843	49.97%
Committed a Week or more before Recorded	85	118	287	260	147	1384	39	2320	6.50%
Grand Total	788	873	3584	3188	2337	24648	289	35707	100%

MQ4410

Online Hate Crimes recorded between 8th May 2016 - 31st October 2017

	Anti Semitic	Disability	Faith	Homophobic	Islamaphobic	Racist	Transgender	Grand Total
Grand Total	15	5	37	18	19	71	1	166

MQ4411

Hate Crime figures recorded by the MPS during 8th May 2016 - 31st October 2017

by Home Office
Offence
Grouping

Major Classification	Minor Classification	Anti Semitic	Disability	Faith	Homophobic	Islamaphobic	Racist	Transgender	Grand Total
Violence Against the Person	Homicide	0	0	1	0	1	0	0	2
	Violence with Injury	18	84	187	349	139	1717	31	2525
	Violence without Injury	216	294	1051	907	692	6007	107	9274
Violence Against the Person Total		234	378	1239	1256	832	7724	138	11801
Sexual Offences	Rape	0	5	1	3	1	1	1	12
	Other Sexual Offences	2	14	2	17	0	38	6	79
Sexual Offences Total		2	19	3	20	1	39	7	91
Robbery	Robbery of Business Property	0	0	1	0	1	12	0	14
	Robbery of Personal Property	1	28	18	57	15	121	3	243
Robbery Total		1	28	19	57	16	133	3	257
Burglary	Burglary - Residential	1	30	3	11	1	16	1	63
	Burglary - Business and	1	1	6	0	2	12	0	22

	Community								
Burglary Total		2	31	9	11	3	28	1	85
Vehicle Offences	Theft from a Motor Vehicle	0	5	4	2	3	10	1	25
	Theft or Taking of a Motor Vehicle	0	1	0	1	0	2	1	5
	Interfering with a Motor Vehicle	0	0	0	1	0	2	0	3
Vehicle Offences Total		0	6	4	4	3	14	2	33
Theft	Theft from Person	2	18	4	3	2	17	2	48
	Bicycle Theft	0	0	0	0	0	3	0	3
	Shoplifting	0	0	9	7	9	232	0	257
	Other Theft	5	55	9	14	2	57	2	144
Theft Total		7	73	22	24	13	309	4	452
Arson and Criminal Damage	Arson	3	1	8	0	2	18	0	32
	Criminal Damage	104	43	290	86	126	1070	11	1730
Arson and Criminal Damage Total		107	44	298	86	128	1088	11	1762
Drug Offences	Drug Trafficking	0	0	0	0	0	2	0	2
	Possession of Drugs	1	1	3	4	1	45	1	56
Drug Offences Total		1	1	3	4	1	47	1	58

Possession of Weapons	Possession of Firearm with Intent	0	0	0	0	0	4	0	4
	Possession of Firearms Offences	0	0	0	0	0	1	0	1
	Possession of Other Weapon	0	0	4	3	2	22	2	33
	Possession of Article with Blade or Point	1	0	3	1	2	24	0	31
Possession of Weapons Total	1	0	7	4	4	51	2	69	
Public Order Offences	Public Fear Alarm or Distress	79	235	344	1472	222	2828	116	5296
	Racially or Religiously Aggravated Public Fear, Alarm or Distress	318	51	1496	226	1023	12047	4	15165
	Other Offences Against the State, or Public Order	36	3	126	14	80	243	0	502
Public Order Offences Total	433	289	1966	1712	1325	15118	120	20963	
Miscellaneous Crimes Against Society	Going Equipped for Stealing	0	0	1	0	1	3	0	5
	Handling Stolen Goods	0	0	0	0	0	1	0	1

	Threat or Possession With Intent to Commit Criminal Damage	0	3	11	5	8	79	0	106
	Forgery or Use of Drug Prescription	0	0	0	1	0	3	0	4
	Other Forgery	0	0	0	1	0	0	0	1
	Perverting Course of Justice	0	0	1	2	1	8	0	12
	Obscene Publications	0	1	0	1	0	1	0	3
	Other Notifiable Offences	0	0	0	0	0	1	0	1
	Dangerous Driving	0	0	1	0	1	1	0	3
	Miscellaneous Crimes Against Society Total	0	4	14	10	11	97	0	136
	Grand Total	788	873	3584	3188	2337	24648	289	35707

Notes

Data was extracted from CRIS MIS & MetStats on 08/11/2017 between the recorded dates of 08/05/2016 and 31/10/2017.

Data is subject to change over time as records are updated with the details of ongoing investigations.

Hate Crime is limited to those records where the following branch flag is present:

FH - Faith Hate Incident
HO - Homophobic Incident
HR - Homophobic Incident Resolved
HT - Transphobic Incident
IS - Islamophobic Incident
RI - Racial Incident
RR - Racial Incident Resolved
RS - Anti Semitic Incident
RT - Anti Semitic Racial Incident Resolved
RW - Racial Incident Withdrawn
RX - Racial Incident Declassified
VH - Disability Targeted Incident

The Flag relates to the whole circumstances of the crime report.

There can be multiple Hate crime Flags added to a single report which can consequently lead to double counting.

For online hate crimes the below feature code was present



**MQ 2017/4414-4419 - Various Mayors Questions concerning Hate
Crime Offences & Incidents recorded by the MPS**

Between 08/05/2016 - 31/10/2017

Protective Marking	Not Protectively Marked
Suitable for Publication Scheme	Yes
Ad-Hoc Reference Number	10005
Relevant To	Mark Rowland
Summary	MQ 2017/4414-4419 - Various Mayors Questions concerning Hate Crime Offences & Incidents recorded by the MPS Between 08/05/2016 - 31/10/2017
Creating Branch / Directorate	MetHQ Information and Insight
Date Created	08/11/17
Review Date	08/11/18

This report uses LIVE DATA extracted from: CRIS/Metstats2

Live data extracted on: 08/11/2017

The data in this report reflects **live data** which may be subject to small changes over time

Need to request some more data?

[Submit a request here](#)

IMPORTANT: Please ensure that the Notes Page is read in conjunction with the data in this report to ensure that it is interpreted correctly.

Various Mayors Questions concerning Hate Crime Offences & Incidents recorded by the MPS
Between 08/05/2016 - 31/10/2017

MQ 2017/4414

Q1. "In answer to MQ 2017/3522, you said that daily hate crime figures will available for the public to view from November 2017. What is the website address for this and on what date will it become available?"

Hate Crime Offences data is only being provided externally to the public on a Monthly basis via this link:

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

MQ 2017/4415

Q2. "What were the 10 days between 1st January 2017 and 31st October 2017 with the highest number of hate crimes?"

Recorded Date	Count of Notifiable Offences of Hate Crime
22 Jul 2016	108
02 Jul 2016	100
01 Jul 2016	98
30 Jun 2016	92
29 Jun 2016	91
15 Jul 2016	91
08 Jul 2017	90
05 Jul 2016	89
16 Sep 2016	89
04 Jul 2016	88

Some days have the same Offences count.

MQ 2017/4416

Q3a. "What is the total number of hate crimes recorded between 8th May 2016 and 31st October 2017?"

Based on an Outcome Offences query by the recorded date and includes any Detected, Undetected, Crime Related Incidents and No Crimes.

Detected & Undetected Hate Crime Offences	No Crimes	CRI
30036	342	0

Q3b. "Of these how many were charged, how many were referred to the CPS, how many were prosecuted, how many were convicted, and how many convictions resulted in a prison sentence?"

*

Please provide the charged info. Assume you can't do the rest. Please provide a tight explanation of why not." *

* See Notes Page

Outcome Code	Outcome Description	Count of Hate Crime Offences		No Crime	Grand Total
		Detected	Undetected		
0	Pending Outcome (added by MPS)	0	1906	0	1906
1	A person has been charged or summonsed for the crime	4711	1	0	4712
1A	A person has been charged or summonsed for the crime, but following the application of the CPS charging standards and the provisions of the HOCR, the charge/summons relates to an alternate offence to that recorded	0	129	0	129
2	A youth offender has been cautioned by the police	40	0	0	40
3	An adult offender has been cautioned by the police	352	0	0	352

3A	An adult offender has been cautioned by the police, but following the application of the CPS charging standards and the provisions of the HOCR, the caution relates to an alternate offence to that recorded	0	1	0	1
6	A Penalty Notice for Disorder (or other relevant notifiable offence) has been lawfully issued under Sec1-11 of the Criminal Justice and Police Act 2001	3	0	0	3
8	A Community Resolution (with or without formal restorative justice) has been applied in accordance with college of policing guidance	140	0	0	140
10	Formal action against the offender is not in the public interest - police decision	0	2	0	2
11	Prosecution prevented - named suspect identified but is below the age of criminal responsibility	0	27	0	27
12	Prosecution prevented - named suspect identified but is too ill (physical or mental health) to prosecute	0	97	0	97
13	Prosecution prevented - named suspect identified but victim or key witness is dead or too ill to give evidence	0	9	0	9
14	Evidential difficulties victim based - suspect not identified. The crime is confirmed but the victim declines or is unable to support further police investigation to identify the offender	0	4413	0	4413
15	Evidential difficulties named suspect identified. The crime is confirmed and the victim supports police action(or the points to prove to evidence the offence in respect of state based matters have been made out) but evidential difficulties prevent further action	0	4418	0	4418
16	Evidential difficulties victim based - named suspect identified. The victim does not support (or has withdrawn support) police action	0	5076	0	5076
17	Prosecution time limit expired - suspect identified but the time limit for prosecution has expired	0	4	0	4
18	Investigation complete - no suspect identified. Crime investigated as far as reasonably possible, case closed pending further investigative opportunities becoming available	0	8643	0	8643

20	Further action resulting from the crime report will be undertaken by another body or agency subject to the victim (or person acting on their behalf) being made aware of the action to be taken (to be added from April 2015)	0	14	0	14
21	Further investigation, resulting from the crime report, which could provide evidence sufficient to support formal action being taken against the suspect is not in the public interest - police decision	0	47	0	47
66	Administration code to prevent double counting of Detections already submitted to Home Office if no substantive change is made to Crime Reports recorded and Detected Prior to 13/11/2014 (Added by MPS)	0	3	0	3
99	No Crime (added by MPS)	0	0	342	342
Grand Total		5246	24790	342	30378

MQ 2017/4417

Q4. "For the hate crimes recorded on 1st July 2016, what days did they take place and how many took place on each of those days?"

Based on an Outcome Offences query by the recorded date and Outcome Status of Detected, Undetected, Crime Related Incidents and No Crime.

Committed Date		Committed Day	Count of Hate Crime Offences		No Crime	Grand Total
			Detected	Undetected		
01/02/16	MON		0	1	0	1
26/05/16	THU		0	4	0	4
01/06/16	WED		0	1	0	1
24/06/16	FRI		0	5	0	5
25/06/16	SAT		0	3	0	3
26/06/16	SUN		3	4	0	7
27/06/16	MON		0	12	0	12
28/06/16	TUE		1	8	0	9

29/06/16	WED	0	13	1	14
30/06/16	THU	0	19	0	19
01/07/16	FRI	2	21	0	23
Grand Total		6	91	1	98

MQ 2017/4418

Q5. "For the hate crimes recorded on 23rd March 2017, what days did they take place and how many took place on each of those days?"

Based on an Outcome Offences query by the recorded date and Outcome Status of Detected, Undetected, Crime Related Incidents and No Crime.

Committed Date		Committed Day	Count of Hate Crime Offences		No Crime	Grand Total
			Detected	Undetected		
31/05/16	TUE		0	1	0	1
01/11/16	TUE		0	2	0	2
22/01/17	SUN		0	1	0	1
01/02/17	WED		0	1	0	1
14/02/17	TUE		0	1	0	1
04/03/17	SAT		0	1	0	1
10/03/17	FRI		0	1	0	1
11/03/17	SAT		0	1	0	1
17/03/17	FRI		0	3	0	3
18/03/17	SAT		0	2	0	2
20/03/17	MON		0	1	0	1
21/03/17	TUE		0	5	0	5
22/03/17	WED		3	9	0	12
23/03/17	THU		4	22	0	26
Grand Total			7	51	0	58

MQ 2017/4419

Q6. "How many hate incidents were recorded between 8th May 2016 and 31st October 2017"

Count of Hate Crime Incidents

28643

Notes

Live data was extracted from CRIS & Metstats2 on 08/11/2017 covering a recorded date range of 08/05/2016 to 31/10/2017

Beware that other published MPS reports or externally available data "Dashboards" that may include Domestic Abuse flagged Offences in the Total Hate Crime count. This report does not.

Hate crime data extracted from these MPS systems was limited to Notifiable Offences and Incidents with any of the following Hate Crime Branch Flags added, not including Domestic Abuse.

HR	HOMOPHOBIC INC.- RESOLVED
HO	HOMOPHOBIC INCIDENTS
HT	Transgender Hate Crime
RI	RACIAL INCIDENT
RR	RACIAL INC.- RESOLVED
RS	ANTI-SEMITIC RACIAL INCIDENT

	A/Semitic Racial Inc.
RT	Resolved
RW	Racial incident - withdrawn
RX	RACIAL INCIDENT - DECLASSIFIED
IS	Islamophobic Hate Crime
FH	Faith Hate crime
VH	Disability related hate crime

The Flag relates to the whole circumstances of the crime report. There can be multiple Hate crime Flags added to a single report.

Customer Questions have been listed above each table.

MQ 2017/4416 Question 3b, we cannot provide conviction data, this is held by our colleagues in the Ministry of Justice. We do not have Management Information software to interrogate or download bulk data from their system(s) other than by making individual requests on a case by case basis.

Incident

s

The crime is a count of crime reports and Detected, Undetected, a No Crime or Crime Related Incident; it is not a Paper Crime; the crime's Owning Unit is within the MPS; and the Investigating Unit is not SCD6 Extradition & International Assistance. The initial classification is in the NCRS Major 8 Categories, is an Other Notifiable Offence or is Other Accepted Crime,

Notifiable Offences

A count of confirmed classifications (both main and subs).

The crime record must have a status of either 'D' Detected, or 'U' Undetected.

In this report as offences have been obtained using an Offences based Outcome query, the tables may also include No Crimes, & Crime Related Incidents.

It must not be a paper crime.

The crime is owned by the MPS (as such hasn't been transferred to another constabulary).

The confirmed classification of crime on the record is in the Major 8 Categories, or an Other Notifiable Offence,

Outcomes

Mandatory recording by the MPS of the Outcome of each Offence on a crime report from 13/11/2014 for all new crime reports with a status of Detected, Undetected, a Crime Related Incident or a No Crime,

created from this date or for any recorded prior to this date but updated from 13th November 2014 onwards.



Child Sexual Exploitation flagged Victims aged under 18 where there is a Suspect or Accused also aged under 18

Recorded 1st January 2014 to 31st October 2017

Protective Marking	Not Protectively Marked
Suitable for Publication Scheme	Yes
Ad-Hoc Reference Number	Lumberjack 10006 Mayor's Question 2017/4495
Relevant To	Mark Rowland
Summary	Child Sexual Exploitation flagged Victims aged under 18 where there is a Suspect or Accused also aged under 18 for the date range Recorded 1st January 2014 to 31st October 2017
Creating Branch / Directorate	MetHQ Information and Insight
Date Created	08/11/17
Review Date	01/04/18

This report uses LIVE DATA extracted from: CRIS

Live data extracted on: 08/11/2017

The data in this report reflects [live data](#) which may be subject to small changes over time

Need to request some more data?

[Submit a request here](#)



Notes

The data in this report was extracted from the live CRIS system on 8th November 2017. Live data is subject to change as records are reviewed and updated.

Child Sexual Exploitation has been determined by the presence of the Branch Flag 'ES'.

There are two tables in this report. One is a count of Victims aged under 18 years old with the 'ES' flag and also with an Accused aged under 18 or a Suspect aged under 18.

The second table is a count of Victims aged under 18 years old with the 'ES' flag and also with an Accused aged under 18 or a Suspect aged between 1-17 years old.

The criminal age of responsibility is 10 years old so an Accused (People Proceeded Against) age should be recorded as no lower than 10 years old in CRIS.

Child Sexual Exploitation flagged Victims aged under 18
Where there is also an Accused aged under 18 or a Suspect aged between 1 and 17 (excludes Suspects aged 0) on the Crime Record
Recorded 1st January 2014 to 31st October 2017

Please note that the 2017 calendar year only goes up to 31/10/17 and so should not be directly compared with the other years

Major Crime Category	Minor Crime Category	Recorded Calendar Year				Grand Total
		2014	2015	2016	2017*	
Violence Against the Person	Violence with Injury	2	1	0	2	5
	Violence without Injury	10	17	9	13	49
Violence Against the Person Total		12	18	9	15	54
Sexual Offences	Rape	71	43	88	51	253
	Other Sexual Offences	59	58	86	82	285
Sexual Offences Total		130	101	174	133	538
Robbery	Robbery of Personal Property	0	0	1	0	1
Robbery Total		0	0	1	0	1
Theft	Other Theft	6	3	7	2	18
Theft Total		6	3	7	2	18
Public Order Offences	Public Fear Alarm or Distress	1	0	0	0	1
	Other Offences Against the State, or Public Order	0	0	0	1	1
Public Order Offences Total		1	0	0	1	2
Miscellaneous Crimes Against Society	Exploitation of Prostitution	0	0	1	0	1
Miscellaneous Crimes Against Society Total		0	0	1	0	1
Grand Total		149	122	192	151	614

Appendix 7

**A count of People
Proceeded Against
for Offences with the
Feature Code 'GW' -
Moped Enabled
Crime on the Crime
Record
Proceeded Against between 1st January 2017 -
31st October 2017
Broken down by Major Crime Category, Accused Gender, Accused Apparent Age
Group and Proceedings Month**

Major Crime Category	Accused Gender	Accused Apparent Age Group	Proceedings Month										Grand Total
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	
Violence Against the Person	Female	10-19	0	0	0	1	0	0	0	0	0	0	1
	Female Total		0	0	0	1	0	0	0	0	0	0	1
	Male	10-19	1	1	2	5	2	1	1	2	7	0	22
		20-29	1	1	1	0	3	0	1	0	5	0	12
		30-39	0	0	0	0	0	0	1	0	0	0	1
		40-49	0	0	0	0	1	0	2	0	0	0	3
Male Total		2	2	3	5	6	1	5	2	12	0	38	
Violence Against the Person Total			2	2	3	6	6	1	5	2	12	0	39
Sexual Offences	Male	20-29	0	0	0	0	0	0	0	0	0	1	1
	Male Total		0	0	0	0	0	0	0	0	0	1	1
Sexual Offences Total			0	0	0	0	0	0	0	0	0	1	1
Robbery	Female	10-19	0	0	0	3	0	0	0	0	0	0	3

	Female Total		0	0	0	3	0	0	0	0	0	0	3
	Male	10-19	9	17	7	11	2	21	9	17	13	1	107
		20-29	9	5	1	1	2	3	2	8	7	8	46
		30-39	0	0	0	0	0	0	0	0	1	1	2
		50-59	0	0	0	0	0	0	0	0	0	3	3
	Male Total		18	22	8	12	4	24	11	25	21	13	158
	Unknown	10-19	0	0	0	0	0	1	0	0	0	0	1
	Unknown Total		0	0	0	0	0	1	0	0	0	0	1
Robbery Total			18	22	8	15	4	25	11	25	21	13	162
Burglary	Male	10-19	0	2	0	1	1	0	0	0	0	0	4
		20-29	0	0	0	1	0	0	0	1	0	0	2
		30-39	0	0	0	0	0	0	0	1	0	0	1
	Male Total		0	2	0	2	1	0	0	2	0	0	7
Burglary Total			0	2	0	2	1	0	0	2	0	0	7
Vehicle Offences	Male	10-19	10	3	2	1	7	1	5	6	6	3	44
		20-29	1	0	1	2	0	1	1	6	2	0	14
		30-39	0	1	0	0	0	0	0	0	0	0	1
	Male Total		11	4	3	3	7	2	6	12	8	3	59
Vehicle Offences Total			11	4	3	3	7	2	6	12	8	3	59
Theft	Male	10-19	6	1	10	1	9	82	8	8	37	9	171
		20-29	4	0	1	0	0	1	1	7	0	0	14
	Male Total		10	1	11	1	9	83	9	15	37	9	185
Theft Total			10	1	11	1	9	83	9	15	37	9	185
Arson and Criminal Damage	Male	10-19	0	0	0	0	0	0	0	0	0	1	1
		20-29	1	0	0	0	0	1	0	0	0	0	2
	Male Total		1	0	0	0	0	1	0	0	0	1	3
Arson and Criminal Damage Total			1	0	0	0	0	1	0	0	0	1	3

Drug Offences	Male	10-19	0	1	2	1	1	1	4	1	3	2	16
		20-29	2	2	0	2	1	2	2	2	2	2	17
		40-49	0	0	0	0	1	0	0	0	0	0	1
	Male Total		2	3	2	3	3	3	6	3	5	4	34
Drug Offences Total		2	3	2	3	3	3	6	3	5	4	34	
Possession of Weapons	Male	10-19	0	0	1	1	1	1	1	0	1	2	8
		20-29	1	1	0	1	1	1	1	1	0	1	1
	Male Total		1	1	1	2	2	2	2	0	2	3	16
Possession of Weapons Total		1	1	1	2	2	2	2	0	2	3	16	
Public Order Offences	Male	10-19	1	0	2	0	1	0	0	1	0	0	5
		20-29	0	0	0	0	0	0	1	0	2	0	3
		30-39	0	0	0	1	0	0	0	0	0	0	1
	Male Total		1	0	2	1	1	0	1	1	2	0	9
Public Order Offences Total		1	0	2	1	1	0	1	1	2	0	9	
Miscellaneous Crimes Against Society	Male	10-19	4	0	2	2	2	1	0	4	0	0	15
		20-29	1	0	0	0	0	0	0	0	0	0	1
	Male Total		5	0	2	2	2	1	0	4	0	0	16
Miscellaneous Crimes Against Society Total		5	0	2	2	2	1	0	4	0	0	16	
			51	35	32	35	35	118	40	64	87	34	531

Appendix 8

A count of Victims of
Offences with the Feature
Code 'GW' - Moped Enabled
Crime on the Crime Record
Recorded between 1st January 2017 - 31st
October 2017
Broken down by Major Crime Category, Victim Gender, Victim Apparent Age Group and
Recorded Month

Major Crime Category	Victim Gender	Victim Apparent Age Group	Recorded Month										Total	
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct		
Violence Against the Person	Female	1-9	0	0	0	1	0	0	0	0	1	0	0	2
		10-19	0	0	2	1	0	0	0	1	1	0	2	7
		20-29	0	2	1	1	3	3	1	1	1	0	3	15
		30-39	1	0	2	0	0	1	0	4	1	2	11	
		40-49	0	0	0	2	1	4	0	1	0	0	8	
		50-59	0	0	0	2	0	2	2	1	2	3	12	
	Female Total		1	2	5	7	4	10	4	9	3	10	55	
	Male	0	0	0	0	0	0	0	0	0	1	0	0	1
		1-9	0	1	0	0	0	1	0	0	0	0	0	2
		10-19	3	4	4	4	2	3	9	2	3	10	44	
		20-29	5	3	5	12	18	9	17	11	9	9	98	
		30-39	4	2	6	6	9	14	12	10	10	12	85	
		40-49	5	6	6	7	9	9	7	1	7	5	62	
		50-59	3	1	3	2	3	4	2	6	9	4	37	
		60-69	1	0	1	1	2	2	4	1	0	3	15	
		70-79	0	0	0	1	0	0	0	0	0	0	1	
		80-89	0	0	0	0	0	0	0	0	0	0	1	

	Male Total		21	17	25	33	43	42	51	32	38	44	346
	Unknown	10-19	0	0	0	0	0	0	1	0	0	0	1
		20-29	0	0	0	0	0	0	0	0	1	0	1
		30-39	0	0	0	0	0	0	1	0	0	0	1
		40-49	0	0	0	0	0	0	0	0	0	1	1
	Unknown Total		0	0	0	0	0	0	2	0	1	1	4
	(Blank)	0	0	0	1	1	0	0	3	0	1	2	8
	(Blank) Total		0	0	1	1	0	0	3	0	1	2	8
Violence Against the Person Total			22	19	31	41	47	52	60	41	43	57	413
Sexual Offences	Female	10-19	0	0	0	0	0	1	0	0	0	0	1
		20-29	0	0	1	3	1	2	0	0	0	1	8
		30-39	0	0	0	0	2	0	0	2	1	0	5
	Female Total		0	0	1	3	3	3	0	2	1	1	14
	Male	10-19	0	0	0	0	1	0	0	0	0	0	1
	Male Total		0	0	0	0	1	0	0	0	0	0	1
Sexual Offences Total			0	0	1	3	4	3	0	2	1	1	15
Robbery	Female	0	0	0	0	0	1	0	0	0	0	2	3
		10-19	2	8	12	6	10	6	12	7	6	12	81
		20-29	32	38	56	62	69	77	100	77	65	76	652
		30-39	15	36	24	36	50	47	52	41	43	36	380
		40-49	6	17	17	17	14	39	29	17	28	19	203
		50-59	8	6	6	4	15	9	12	15	13	8	96
		60-69	5	3	1	4	7	3	2	11	11	1	48
		70-79	3	2	1	3	2	2	0	7	0	2	22
		80-89	2	0	1	0	1	0	0	0	1	0	5
	Female Total		73	110	118	132	169	183	207	175	167	156	1490
	Male	0	0	0	0	1	2	0	0	2	0	0	5
		1-9	0	0	0	0	0	0	1	0	0	0	1

		10-19	10	8	11	9	21	23	35	41	29	29	216
		20-29	16	32	53	54	70	84	101	66	59	90	625
		30-39	14	37	36	42	66	66	86	60	57	74	538
		40-49	7	13	26	23	24	30	40	40	33	28	264
		50-59	7	9	6	14	11	23	25	11	22	10	138
		60-69	2	1	6	1	3	6	6	5	10	6	46
		70-79	0	0	1	1	0	1	0	1	5	0	9
		80-89	0	0	0	1	0	1	0	0	0	0	2
	Male Total		56	100	139	146	197	234	294	226	215	237	1844
	Unknown	20-29	0	1	0	1	0	1	0	2	0	1	6
		30-39	0	1	0	0	0	0	0	0	1	0	2
		40-49	0	0	0	0	1	0	0	0	0	0	1
	Unknown Total		0	2	0	1	1	1	0	2	1	1	9
	(Blank)	0	8	4	4	7	3	10	16	10	9	24	95
	(Blank) Total		8	4	4	7	3	10	16	10	9	24	95
	Robbery Total		137	216	261	286	370	428	517	413	392	418	3438
	Burglary	Female	1-9	0	0	0	0	0	1	0	0	0	1
			10-19	0	0	0	0	0	0	1	1	0	2
			20-29	1	0	0	3	4	2	0	1	0	11
			30-39	1	2	0	1	1	3	0	0	1	9
			40-49	0	0	2	2	1	3	0	1	1	12
			50-59	1	1	1	1	0	1	0	2	1	10
			60-69	0	1	1	3	0	1	0	1	0	7
			70-79	0	1	0	0	0	0	0	0	0	1
	Female Total		3	5	4	10	6	11	0	4	5	5	53
	Male	0	1	0	0	0	0	0	0	0	0	0	1
		1-9	0	0	0	0	0	1	0	0	0	0	1
		10-19	0	0	0	0	0	1	0	0	0	0	1
		20-29	1	0	0	4	2	3	1	1	1	1	14

		30-39	7	3	2	4	7	4	1	2	6	5	41	
		40-49	1	1	2	4	5	3	1	4	2	5	28	
		50-59	1	3	1	2	5	1	1	2	7	2	25	
		60-69	0	0	1	1	1	1	1	3	2	4	14	
		70-79	0	1	0	1	1	0	0	0	1	1	5	
	Male Total		11	8	6	16	21	14	5	12	19	18	130	
	Unknown	90+	0	0	0	0	0	1	0	0	0	0	1	
	Unknown Total		0	0	0	0	0	1	0	0	0	0	1	
	(Blank)	0	20	19	11	20	24	12	11	14	16	21	168	
	(Blank) Total		20	19	11	20	24	12	11	14	16	21	168	
Burglary Total			34	32	21	46	51	38	16	30	40	44	352	
Vehicle Offences	Female	0	0	0	0	1	0	0	0	0	0	0	1	
		10-19	0	0	2	2	0	0	1	1	1	1	8	
		20-29	0	2	3	2	5	10	6	6	6	3	6	43
		30-39	4	4	4	7	12	5	10	7	6	6	6	65
		40-49	4	2	11	11	13	6	8	2	8	9	9	74
		50-59	2	2	4	2	2	4	3	5	5	8	8	37
		60-69	3	0	3	0	3	2	1	0	0	1	1	13
		70-79	0	0	3	0	0	1	0	1	0	0	0	5
		80-89	0	0	0	0	1	0	0	0	0	0	0	1
	Female Total		13	10	30	25	36	28	29	22	23	31	247	
	Male	0	1	0	0	0	1	0	1	0	0	1	1	4
		10-19	3	1	0	3	3	1	6	4	3	3	3	27
		20-29	11	10	20	42	36	20	33	33	20	34	34	259
		30-39	35	19	45	54	41	48	44	33	23	29	29	371
		40-49	23	18	33	48	51	35	35	36	20	36	36	335
50-59		17	14	22	21	20	26	16	15	19	24	24	194	
60-69		2	5	4	13	5	8	6	6	0	11	11	60	
70-79	1	1	2	0	0	1	0	1	1	1	5	12		

		90+	0	0	0	2	0	0	0	0	0	0	2	
	Male Total		93	68	126	183	157	139	141	128	86	143	1264	
	Unknown	20-29	1	0	0	0	0	0	0	0	0	0	1	
		40-49	0	0	0	0	0	0	0	0	0	1	1	
		50-59	0	0	0	0	1	0	0	0	0	0	1	
	Unknown Total		1	0	0	0	1	0	0	0	1	0	3	
	(Blank)	0	8	5	8	7	10	7	5	17	8	11	86	
	(Blank) Total		8	5	8	7	10	7	5	17	8	11	86	
	Vehicle Offences Total		115	83	164	215	204	174	175	167	118	185	1600	
Theft	Female	0	0	1	4	0	0	6	2	0	1	4	18	
		10-19	18	36	37	42	34	40	61	48	39	54	409	
		20-29	145	246	306	276	374	402	408	333	325	302	3117	
		30-39	79	103	162	187	215	197	232	192	164	143	1674	
		40-49	25	44	65	56	68	75	88	55	70	40	586	
		50-59	8	32	22	21	25	28	30	24	21	26	237	
		60-69	2	8	4	9	4	5	7	10	4	5	58	
		70-79	1	1	1	0	1	2	3	0	1	3	13	
		80-89	0	1	0	0	0	0	0	0	0	0	0	1
		Female Total		278	472	601	591	721	755	831	662	625	577	6113
		Male	0	1	2	4	1	4	4	6	3	4	0	29
			10-19	11	22	45	21	33	37	52	44	44	46	355
			20-29	113	163	233	279	320	400	399	351	258	273	2789
			30-39	101	151	196	262	261	339	290	264	219	212	2295
			40-49	48	56	91	108	122	144	161	121	117	99	1067
			50-59	17	30	38	49	34	49	58	58	42	41	416
			60-69	2	2	2	7	14	9	13	20	10	19	98
			70-79	0	0	0	0	0	0	0	0	2	1	3
		Male Total		293	426	609	727	788	982	979	861	696	691	7052
	Unknown	0	0	0	0	1	1	2	2	0	0	0	6	

		10-19	0	1	0	0	0	1	1	1	1	1	6
		20-29	2	0	2	4	6	5	6	6	9	8	48
		30-39	0	0	2	3	5	4	3	5	5	5	32
		40-49	0	0	0	0	0	0	1	0	1	3	5
		50-59	0	0	0	0	0	1	1	0	0	0	2
	Unknown Total		2	1	4	8	12	13	14	12	16	17	99
	(Blank)	0	7	12	27	21	30	37	14	19	30	26	223
	(Blank) Total		7	12	27	21	30	37	14	19	30	26	223
Theft Total			580	911	1241	1347	1551	1787	1838	1554	1367	1311	13487
Arson and Criminal Damage	Female	10-19	0	0	0	0	1	2	0	0	0	0	3
		20-29	2	0	1	0	4	0	1	2	3	0	13
		30-39	0	1	1	1	4	1	2	2	2	3	17
		40-49	0	0	0	1	0	1	2	2	2	0	8
		50-59	0	1	2	1	3	2	1	2	1	0	13
		60-69	0	0	1	1	1	0	0	0	0	1	4
	Female Total		2	2	5	4	13	6	6	8	8	4	58
	Male	0	0	0	0	0	0	1	0	0	0	0	1
		10-19	0	0	0	0	1	2	0	2	2	0	7
		20-29	2	2	2	0	4	4	2	3	4	1	24
		30-39	1	5	7	8	8	4	6	6	5	7	57
		40-49	0	2	6	7	4	4	5	4	7	6	45
		50-59	1	2	2	2	4	4	3	2	5	8	33
		60-69	1	0	1	0	0	1	2	1	0	1	7
		70-79	0	0	1	0	0	0	2	1	0	0	4
	Male Total		5	11	19	17	21	20	20	19	23	23	178
	(Blank)	0	5	5	5	4	8	8	5	4	5	11	60
	(Blank) Total		5	5	5	4	8	8	5	4	5	11	60
Arson and Criminal Damage Total			12	18	29	25	42	34	31	31	36	38	296

Public Order Offences	Female	10-19	0	1	0	0	0	0	0	0	0	0	1
		20-29	1	0	0	1	0	1	2	1	0	2	8
		30-39	1	1	0	0	1	3	0	3	0	1	10
		40-49	0	0	0	1	0	0	0	0	0	1	2
		50-59	1	0	1	0	1	0	0	1	1	1	6
		60-69	0	0	0	0	0	0	0	1	0	1	2
		Female Total		3	2	1	2	2	4	2	6	1	6
	Male	10-19	2	0	3	0	1	1	3	2	2	3	17
		20-29	2	2	3	6	3	5	4	8	2	5	40
		30-39	1	1	4	0	5	6	6	3	5	6	37
		40-49	0	2	0	4	5	3	5	5	0	5	29
		50-59	1	0	0	0	3	0	1	0	0	0	5
		60-69	0	0	0	3	1	1	0	0	1	2	8
Male Total		6	5	10	13	18	16	19	18	10	21	136	
(Blank)	0	0	0	1	0	0	0	0	0	0	2	3	
(Blank) Total		0	0	1	0	0	0	0	0	0	2	3	
Public Order Offences Total		9	7	12	15	20	20	21	24	11	29	168	
Miscellaneous Crimes Against Society	Female	30-39	0	0	0	1	0	0	0	0	0	0	1
		50-59	0	0	0	0	0	0	0	0	0	1	1
	Female Total		0	0	0	1	0	0	0	0	0	1	2
Miscellaneous Crimes Against Society Total		0	0	0	1	0	0	0	0	0	1	2	
			909	1286	1760	1979	2289	2536	2658	2262	2008	2084	19771

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