

MINUTES

Meeting: London Assembly (Mayor's Question Time)
Date: Thursday 13 July 2017
Time: 10.00 am
Place: Chamber, City Hall, The Queen's Walk, London, SE1 2AA

Copies of the minutes may be found at: <http://www.london.gov.uk/mayor-assembly/london-assembly/whole-assembly>

Present:

Tony Arbour AM (Deputy Chairman)	Susan Hall AM
Gareth Bacon AM	David Kurten AM
Shaun Bailey AM	Joanne McCartney AM
Sian Berry AM	Steve O'Connell AM
Andrew Boff AM	Caroline Pidgeon MBE AM
Leonie Cooper AM	Keith Prince AM
Tom Copley AM	Caroline Russell AM
Unmesh Desai AM	Dr Onkar Sahota AM
Tony Devenish AM	Navin Shah AM
Andrew Dismore AM	Fiona Twycross AM
Len Duvall AM	Peter Whittle AM
Nicky Gavron AM	

Chair

In the absence of the Chair of the Assembly, Assembly Member Arnold, the Deputy Chairman, Assembly Member Arbour, chaired the meeting.

1 Apologies for Absence and Chair's Announcements (Item 1)

- 1.1 Apologies for absence were received from the Chair of the Assembly, Assembly Member Arnold and Assembly Member Eshalomi.
- 1.2 The Deputy Chairman welcomed to the public gallery members of Transport for London's graduate scheme, students from the South Bank University and students from News Associates school of journalism.

2 Declarations of Interests (Item 2)

2.1 Resolved:

That the list of offices held by Assembly Members, as set out in the table at Agenda Item 2, be noted as disclosable pecuniary interests.

3 Minutes (Item 3)

3.1 Resolved:

That the minutes from the London Assembly (Mayor's Question Time) meeting held on 22 June 2017 be signed by the Deputy Chairman as a correct record.

4 Mayor's Report (Item 4)

- 4.1 The Assembly noted the Mayor's Report covering the period from 9 June to 29 July 2017.
- 4.2 In accordance with Standing Order 5.4A, the Mayor gave an oral update on matters occurring since the publication of his report. The record of the oral update is attached at **Appendix 1**.

5 Questions to the Mayor (Item 5)

- 5.1 The record of the discussion with the Mayor, including oral answers given by the Mayor to Members' questions, is attached as **Appendix 2**.

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- 5.2 The written answers to those questions not asked or unanswered during the meeting is attached as **Appendix 3**.
- 5.3 During the course of the question and answer session, the Deputy Chairman proposed, and it was agreed, that Standing Order 2.9B be suspended to extend the meeting in order to allow the remaining questions on the priority order paper to be put to the Mayor and for the remaining items of business on the agenda to be considered.
- 5.4 At the conclusion of the question and answer session, the Assembly agreed the motion set out on the agenda in the name of the Chair, namely:

“That the Assembly notes the answers to the questions asked”.

6 Date of Next Meeting (Item 6)

- 6.1 The next scheduled meeting of the London Assembly was the Mayor's Question Time meeting which was due to take place at 10.00am on Thursday 10 August 2017.

7 Any Other Business the Chair Considers Urgent (Item 7)

- 7.1 There was no urgent business

8 Close of Meeting (Item)

- 8.1 The meeting closed at 12.45pm

Chair

Date

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Written Answers to Questions Not Answered at Mayor's Question Time on 13 July 2017

Mayor's Transport Strategy

Question No: 2017/2742

[Gareth Bacon](#)

What percentage of the proposals in the Mayor's Transport Strategy are fully funded?

Oral response

Lessons Learnt from Grenfell Tower

Question No: 2017/2935

[Andrew Dismore](#)

How soon can lessons be learnt from the Grenfell Tower fire?

Oral response

Mayoral support for ambitious local walking and cycling schemes

Question No: 2017/2787

[Caroline Russell](#)

How will you support boroughs in the planning, design and delivery of ambitious local walking and cycling schemes?

Oral response

Speaker's Corner

Question No: 2017/2631

[Peter Whittle](#)

For more than a century, Speaker's Corner in Hyde Park has been a focal point for political thinkers, who have offered the British public their own unique view of the world; among them, the Suffragettes, George Orwell, CLR James, the late, great Methodist preacher Lord Soper and political theorists of all descriptions. However, I note that in June of this year, the Metropolitan Police banned ladders, platforms and soap boxes from being used by speakers at Speaker's Corner. The police subsequently informed The Times that the ban had been introduced 'due to concerns for public safety'. I find this explanation wholly unconvincing and regard it as yet another attempt to circumscribe free speech. Do you agree with the stance taken by the police on this matter?

Oral response

Transparency

Question No: 2017/2736

[Andrew Boff](#)

How transparent is your administration?

Oral response

Rehousing Grenfell Tower survivors

Question No: 2017/2907

[Tom Copley](#)

How can the GLA work to ensure all survivors of the Grenfell Tower disaster are permanently rehoused either within North Kensington, the Royal Borough of Kensington and Chelsea or where they wish?

Oral response

Tackling congestion in London

Question No: 2017/2836

[Caroline Pidgeon](#)

Why does your draft Transport Strategy contain no proposals to change the Congestion Charge or bring in road pricing to tackle congestion?

Oral response

Lord Harris Review

Question No: 2017/2761

[Susan Hall](#)

How many of the 127 recommendations in the Lord Harris Review of London's Preparedness to respond to a Major Terrorist Incident have been fully implemented?

Oral response

Permitted Development and Cladding Safety

Question No: 2017/2908

[Tom Copley](#)

Is the Mayor concerned around building control and oversight processes surrounding cladding on homes converted from office premises via permitted development?

Oral response

Permitted Development Rights

Question No: 2017/2941

[Nicky Gavron](#)

This 30th September the Government is introducing an extension to permitted development rights to include light industry. We have already seen the damage permitted development rights have had on office to residential. What preparations are you making to mitigate the effects of this new policy?

Oral response

Strike Action

Question No: 2017/2743

[Keith Prince](#)

Does the Mayor welcome the fact that the recent proposed RMT strike action over the sacking of a ticket staff member is not going ahead?

Oral response

Policing resources

Question No: 2017/2916

[Unmesh Desai](#)

We have seen reports of a leaked letter from Assistant Commissioner of the Metropolitan police, Mark Rowley that the counter terrorism network has not been able to operate at full strength and that risk is being pushed to other areas of policing as resources are diverted to deal with counter-terrorism policing. Are you confident that the Met are able to cope with the current demands being placed upon it?

Oral response

Communicating CCTV retention times on public transport

Question No: 2017/2788

[Sian Berry](#)

What steps have you taken to publicise the retention time limits for CCTV evidence to people who may need to report crimes on public transport?

Oral response

Excess Summer Deaths

Question No: 2017/2867

[Leonie Cooper](#)

What plans are in place in London to prevent excess summer deaths?

Oral response

TfL Land

Question No: 2017/2737

[Andrew Boff](#)

Are you confident about meeting your commitments on TfL land for new homes?

Oral question receiving a written response

[The Mayor](#)

Please see my response to [MQ 2017/2236](#).

Good Work Standard

Question No: 2017/2985

[Fiona Twycross](#)

How will your Good Work Standard improve working conditions in London?

Oral response

RAF Northolt

Question No: 2017/2632

[David Kurten](#)

To ask the Mayor what representations he has made to the Secretary of State for Defence, or the Civil Aviation Authority about the fact that RAF Northolt has been stealthily increasing the volume of its commercial flights over recent years, so that now, most flights are non-military. The Ministry of Defence has successfully used the airbase's military status to allow 12,000 commercial flights a year, whilst carefully avoiding any meaningful public consultation on what is essentially, a change of use. With airlines like FlyBe openly lobbying for access to Northolt, local residents are concerned that this airbase is set to become another Luton by the back door and effectively, Heathrow's fourth runway.

Oral response

'Good Growth'

Question No: 2017/2984

[Navin Shah](#)

Who should 'good growth' be good for?

Oral response

Drought Preparedness

Question No: 2017/2868

[Leonie Cooper](#)

The London Sustainable Drainage Action Plan (2016) rightly recognises that London should be resilient to drought especially in the face of climate change. What plans do you have to ensure London is prepared for a drought?

Oral response

Brexit negotiations

Question No: 2017/2986

[Fiona Twycross](#)

What is your view of the how the Brexit negotiations have got underway and what the potential impact is on London?

Oral response

Night time economy

Question No: 2017/2918

[Andrew Dismore](#)

In developing the night time economy, how will you ensure that the interests of local residents in such areas are fully protected?

Oral response

Cuts plan for North Central London NHS

Question No: 2017/2919

[Andrew Dismore](#)

A 31 page internal NHS cuts plan to plug the £183.1m budget gap in North Central London NHS uncovered by The Guardian would mean patients in Barnet and Camden, as well as Haringey, Enfield and Islington, waiting even longer for operations, patients being denied access to an increased number of treatments, cuts to financial support for patients with serious, long term conditions including brain damage, downgrading or closure of hospital units and doctors spending less on drugs. Clinicians and NHS staff have expressed deep concern, with the Royal College of Surgeons calling the changes "devastating" to healthcare provision. Will you join me in calling for an immediate halt to the implementation of these plans until a full consultation can take place and residents' views can be heard and the plans can be properly scrutinised and debated in public?

Oral response

Ealing Broadway Works

Question No: 2017/2962

[Onkar Sahota](#)

Will the Mayor confirm why works at Ealing Broadway station appear to have stalled, and confirmed what delay this will have to the successful upgrade of the station?

Oral response

Sexual Offences on the Transport Network

Question No: 2017/2633

[David Kurten](#)

To ask the Mayor what he understands are the reasons for the increase in the number of people arrested for sexual offences on London's transport network, which has risen by more than a third over the last year. Some 554 suspects were arrested in 2015/16, compared with 406 during the previous 12 months.

[The Mayor](#)

The increase in reports and arrests relating to unwanted sexual behaviour on London's public transport network are a result of the continued efforts of TfL and the Police to raise awareness of the issue and encourage reporting through Project Guardian and the 'Report It to Stop It' campaign, which have also helped the police catch offenders.

Price of Public Transport

Question No: 2017/2634

[David Kurten](#)

To ask the Mayor whether he has seen the Deutsche Bank survey published on 3 May 2017, which states that: 'London has the most expensive public transport system of any city in the world' and to ask what action is being taken to bring prices down for London's long-suffering commuters.

[The Mayor](#)

I made a similar point in my manifesto and I have delivered on my commitment to make transport in London more affordable:

I have frozen TfL fares to 2020;

I have introduced the first phase the Hopper fare, which allows one free bus or tram transfer within an hour. The next phase, allowing unlimited changes within an hour, will be introduced next year;

I have continued to support payment through Oyster and contactless payment cards. I expect TfL to introduce weekly capping, which is already available on contactless cards, for Oyster next year;

I have safeguarded the Freedom Pass and the over-60s Oyster card, along with all other existing concessionary fares schemes.

Jacobs Report (1)

Question No: 2017/2635

[David Kurten](#)

Is the Mayor aware of the JACOBS Report, also known as the 'Ultra Low Emission Zone Integrated Impact Assessment' from October 2014?

[The Mayor](#)

TfL commissioned Jacobs to assess the environmental, health impacts, equality impacts and economic and business impacts of the original Ultra Low Emission Zone (ULEZ) proposals to inform the October 2014 consultation. Jacobs summarised its findings in the Integrated Impact Assessment.

The previous Mayor approved the introduction of the ULEZ following that consultation, but asked that TfL undertake further consultation with the taxi and private hire trades.

To inform the second consultation in July 2015, Jacobs updated the Integrated Impact Assessment to reflect the revised taxi and private hire proposals, including the retention of the 15-year taxi age limit and the introduction of a delicensing scheme to remove the oldest taxis. These documents are available on TfL's website.

Jacobs Report (2)

Question No: 2017/2636

[David Kurten](#)

Why was the 'Jacobs Report' not addressed in the 'Taxi and Private Hire Action Plan 2016'?

[The Mayor](#)

To add to my answer to [MQ 2017/2635](#), my Taxi and Private Action Plan contains a range of initiatives which relied upon the findings of this report and the subsequent consultation and engagement process.

These measures include the retention of the 15-year taxi vehicle age limit, a voluntary de-licensing scheme with payments of up to £5,000 to help phase out diesel taxis, grants to help drivers purchase new zero emission capable vehicles and the delivery of a rapid charging network with locations dedicated to the trade.

Taxi Trade (1)

Question No: 2017/2637

[David Kurten](#)

Why has there been no economic impact assessment on the Taxi Trade in any of the PH Consultations carried out by TfL's London Taxi and Private Hire (LTPH)?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

While there is no statutory requirement to carry out an impact assessment of this type, TfL considers the views from across its stakeholders as part of its consultation process. This would include considering any representations from the taxi or private hire trade regarding the economic impact of proposals. TfL uses economic impact assessments where appropriate and carefully considers how its proposals will affect those involved.

Taxi Trade (2)

Question No: 2017/2638

David Kurten

Why, in a saturated market, has TfL's LTPH not considered the impact of their policies on Taxis?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

TfL's role as the licensing body and regulator is to ensure the safe delivery of taxi and private hire services in London within the statutory and regulatory framework for both trades.

In both my manifesto and Taxi and Private Hire Action Plan, I set a clear objective to ensure that the markets for taxi and private hire drivers are fair, with space for all providers to flourish. I am assured that TfL places a high value on the rich contribution that the taxi trade makes to London.

In addition to regular engagement with representatives of the taxi trade, TfL undertakes full public consultation when it proposes to make changes to taxi and private hire services. The taxi and private hire trades are encouraged to respond to these consultations including any impacts such changes may have on their businesses.

Taxi Trade (3)

Question No: 2017/2639

David Kurten

I note that the 'Taxi and Private Hire Action Plan 2016', published jointly by the Mayor and TfL includes measure 10 on page 9, which reads: 'Ensuring transparency around the reporting of personal injury collisions involving taxis and PHVs. The MPS will start recording the breakdown of this data from late 2016, enabling us to start reporting separately on taxi and private hire collision data from spring 2017 onwards.' Is this data now available?

The Mayor

At the end of 2016 the MPS implemented the Case Overview and Preparation Application (COPA) system. This allows the reporting of personal injury collisions involving taxis and private hire vehicles to be shown as two separate categories from 2017 onwards.

In my response to question [MQ 2017/1692](#), in October 2016 it was estimated that this data would be available in spring 2017. Following the delivery of COPA we now have a clearer view of publication timescales. Due to changes in the reporting of road casualty data to TfL by the MPS via the COPA system, it has taken longer than normal in providing TfL with the required data to ensure validation and finalisation.

Road safety figures for the first quarter of 2017, including a breakdown of collisions involving taxis and private hire vehicles, are currently being fully verified and will be published in line with Department for Transport timescales at: <https://tfl.gov.uk/corporate/publications-and-reports/road-safety>.

PH Licencing (1)

Question No: 2017/2640

David Kurten

What efforts has the Mayor made to check that PH drivers and Vehicles are licensed by the Authority closest to where they both live and predominantly work?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

Please see my response to MQ 2017/0689.

PH Licencing (2)

Question No: 2017/2641

David Kurten

How many TfL PH Drivers currently have Sheffield postcodes and TfL licences?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

As of 15 June 2017, TfL's records show 185 private hire drivers have Sheffield postcodes.

PHVs in Heathrow Villages

Question No: 2017/2642

David Kurten

Further to question 2016/2827 concerning many reports of alleged anti-social behaviour by PHV drivers in Little Harlington Playing Fields and PHV drivers parking for extended periods on Sipson Lane, what action has been taken by the Metropolitan Police in these areas to investigate and deal with the alleged poor behaviour?

The Mayor

TfL and the London Borough of Hillingdon met last year to find a joint solution to reports of anti-social behaviour by licensed private hire vehicle (PHV) drivers, as the issues were mainly of a civil rather than criminal nature and not enforceable by the police.

Hillingdon's contractor had been issuing Fixed Penalty Notices (FPNs) for various offences committed by PHV drivers. It was agreed that Hillingdon would share with TfL any FPNs issued to licensed drivers that were not successfully appealed. TfL would then issue a warning letter to the driver concerned and keep a record on their file.

The table below shows the number of these FPNs that were submitted to TfL by Hillingdon in 2016/17 and 2017/18. The lower numbers in this year's table are due to a pause in activity while Hillingdon underwent a change in enforcement contractor. The procedure is now back up and running and TfL is processing a backlog of approximately 150 FPNs.

FPNs issued by London Borough of Hillingdon	
2017/18 to date (04/07/2017)	
No further action*	0
Placed on file**	0
Warning Letter issued	20
Total	20
2016/17	
No further action	6
Placed on file	25
Warning Letter issued	226

Total	257
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* The 'No further action' category refers to cases in which the FPN was unreadable or if the vehicle owner was not licensed by TfL

** Placed on file are those cases in which action was deferred, for instance if the driver was going through the license renewal process, or if they were no longer licenced, in which case the FPN would be noted on their record.

Uber (1)

Question No: 2017/2643

[David Kurten](#)

After two TfL licenced PH drivers had their licences revoked for operating in Reading, what steps has TfL taken to revoke their licences and ensure that similar situations do not arise in the future?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

TfL has revoked the licences of the two drivers who pleaded guilty to plying for hire offences in Reading and will continue to take action, where appropriate, for similar offences. TfL will continue to work with other licensing authorities to ensure compliance.

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

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

My Deputy Mayor for Transport, Val Shawcross, and I have raised these issues with Government Ministers and the Department for Transport. We will continue to press Government to address the practice of cross-border working through legislative change.

Uber (2)

Question No: 2017/2644

[David Kurten](#)

Uber were originally licenced by TfL in 2012. It has been alleged that it took until October 2016 for TfL to ask Uber how their booking process works. Do you agree with The London Cab Drivers Club, that this should have been done before they were licensed not more than four years later, and that, if true, this is wholly negligent and grossly incompetent?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

Uber London Limited (ULL) is registered as a private hire operator in London, having met the same pre-licensing requirements in 2012 as any other applicant for an operator's licence and is subject to all legislation which applies to private hire operators in the capital.

It did not take until October 2016 for TfL to discuss with ULL how its booking process worked. TfL had previously engaged extensively with Uber to fully understand their business model, in particular the mechanisms by which bookings are invited and accepted.

As the regulatory and licensing authority in London, TfL keeps all operator licences under review to ensure they continue to meet the requirements for licensing in London.

Uber (3)

Question No: 2017/2645

[David Kurten](#)

Over the last few months there has been a series of newspaper articles in the Daily Mail regarding Uber. These revelations back up claims that the LCDC have been making for years, of unethical political interference and collusion by the government and TfL in providing Uber a licence and undermining the PH Regulations Consultation of 2015. Do you agree with the LCDC that you should hold a public enquiry and investigation on the back of this evidence? Do you agree that the new PH regulations should be deemed void and instruct a new one? By not acting on this, do you agree that it would appear that you condone these unscrupulous practices?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Uber (4)

Question No: 2017/2646

[David Kurten](#)

At the recent Taxi debate at City Hall hosted by UKIP, Peter Blake (Director of Surface Operations) was asked if TfL should promote the Knowledge of London in colleges and job fairs. Do you agree with the LCDC that this would be a fantastic opportunity to attract people to consider training and becoming a London Taxi Driver?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

As I set out in my Taxi and Private Hire Action Plan, I am committed to supporting our highly trained cabbies and raising the profile of the Knowledge of London.

In accordance with my Action Plan, TfL has been working to widen the appeal of the Knowledge. TfL Knowledge staff have begun attending school careers events which have been well received and TfL will be exploring similar opportunities in the future.

TfL is currently investigating whether the Knowledge can be established as a formal qualification, potentially enabling applicants to apply for study loans. At present, it is preparing a pre-qualification questionnaire which will allow interested parties to set out their proposals for developing a formal qualification.

Uber (5)

Question No: 2017/2647

David Kurten

Since the introduction of PH licencing, Uber is the only PH Operator that has been granted a temporary licence extension. TfL explained this has been issued, so they can consider if they are worthy of a full licence. This appears to be more preferential treatment by TfL on behalf of Uber. Do you agree that TfL have had five years to monitor them and their licence should not have been renewed at the point it expired?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

TfL is not showing preferential treatment to Uber and applies the law consistently to all operators.

TfL has the power to grant licences of shorter than the usual five-year duration where it deems that appropriate in the circumstances. For example, last year TfL issued one-year licences to other private hire operators as a result of the pending changes to the private hire vehicle regulations.

TfL has granted a four-month private hire operator licence to Uber while it concludes consideration of a five-year licence.

Uber (6)

Question No: 2017/2648

David Kurten

TfL have accredited Uber with their own topographical centre for drivers to pass the new navigation tests, which makes them the only PH company given this responsibility. In addition, the LCDC have uncovered e-mails that appear to show that London Taxi and Private Hire (LTPH) gave this accreditation in advance, before the old centres closed and the new arrangements were in place. Do you agree that allowing them to run these tests in-house, leaves the matter open to abuse and is a conflict of interest, thus undermining TfL's position as an impartial regulator?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

All assessments are conducted by TfL staff, with no exceptions. TfL has accredited a small number of external centres to provide the facilities for these assessments to be held. Of the nine centres approved, four hold private hire operator licences (including Uber London Ltd). Details are available online at: <https://tfl.gov.uk/info-for/taxis-and-private-hire/licensing/topographical-assessment>.

TfL approved centres have no responsibility for any part of the delivery of the assessment itself. Accredited centres are merely providing the facilities and resources to candidates, such as a fully equipped assessment room, a candidate waiting area, refreshments and toilet facilities. In addition, all centres have to meet TfL's health and safety requirements in full before being approved.

All candidate bookings are managed by TfL administrative staff based at TfL offices. TfL assessors are responsible for conducting the assessment, marking assessment papers, communicating scores to candidates and issuing a certificate. Staff employed by approved centres are not allowed in the exam room during assessment sessions. Before being marked, assessment papers are transported securely to TfL's offices and this is arranged by TfL staff.

Uber (7)

Question No: 2017/2649

David Kurten

To ask the Mayor what assessment TfL has made of claims that Uber users are having cash taken from their accounts for journeys that they did not book or make. Some users have reportedly had hundreds or even thousands of pounds taken from their accounts.

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

I would encourage any customer who believes their account has been fraudulently used to contact TfL directly so TfL can liaise with the operator concerned and investigate further.

Details of TfL's complaint process can be found online at: www.tfl.gov.uk/tph.

Serious allegations such as these should also be made directly to the police and to the bank that manages the account.

Travelcards

Question No: 2017/2650

David Kurten

To ask the Mayor what percentage of London commuters use travelcards for their journey and what percentage of journeys are capped daily or weekly?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

TfL does not hold data on the number of commuters or their ticket choices and so it is not possible to answer the question as posed.

However, TfL does know that there are currently around a million Travelcards in use. They account for around 35 per cent of all journeys on TfL's rail services. In addition to this, around 15 per cent of all journeys on TfL's rail services are made using cards that hit a daily or weekly cap. Overall, around 50 per cent of journeys on TfL's rail services are made using either Travelcards or Travelcard capped PAYG.

On buses and trams, Travelcard use is significantly lower than on rail due to the existence of Bus and Tram passes. Travelcards account for around 20 per cent of bus and tram journeys, with a further 15 per cent of journeys made using cards that hit a daily or weekly cap. Overall, around 35 per cent of bus and tram journeys are made using either Travelcards or Travelcard capped PAYG.

New Routemaster buses

Question No: 2017/2651

[David Kurten](#)

The new 'Boris Bus' has three sets of doors, each with Oyster card readers, which introduces the potential for fare evasion. What rate of fare evasion does TfL believe is taking place and what strategies are being employed to deter it.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

In 2016, two surveys were carried out to determine the fare evasion rate on New Routemaster buses.

The results were approximately one per cent higher than the network average, which is currently running at 1.3 per cent. However, evasion rates on specific routes vary and the rates seen on New Routemasters are broadly in line with other routes running in similar areas.

Transport for London Revenue Protection Inspectors use a range of tactics including plain-clothed patrols, high-visibility patrols, and joint operations with TfL-funded Police officers from the Metropolitan Police Service Roads and Transport Policing Command. Deployments are intelligence led and are focused on those routes and areas that have higher than average evasion rates.

Fatalities on Oxford Street

Question No: 2017/2652

David Kurten

To ask the Mayor how many people were killed or injured by buses on Oxford Street in 2015, 2016 and how many in the current year.

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

The table below shows all casualties injured in collisions involving a bus or coach on Oxford Street from January 2015 to October 2016, which is the latest information TfL has available from the police. The Department for Transport uses a single vehicle category 'bus or coach' in road traffic collision data, so it is not currently possible to separate collisions that specifically involve a London bus.

The MPS implemented the Case Overview and Preparation Application (COPA) system at the end of 2016. This allows the reporting of collisions involving buses or coaches to be shown as two separate categories from 2017 onwards. Figures for the first quarter of 2017, including a breakdown of collisions involving buses and coaches, are currently being verified and will be published at: <https://tfl.gov.uk/corporate/publications-and-reports/road-safety>

As well as information held on the database, the Metropolitan Police Service provides an early notification of fatal collisions to TfL. For the period from November 2016 to June 2017, TfL has been notified of one fatal pedestrian casualty involving a bus on Oxford Street. All 2016 and 2017 numbers are provisional and subject to revision.

Cycle Lanes and the Emergency Services

Question No: 2017/2653

David Kurten

To ask the Mayor if London's new segregated cycle lanes are putting patients' lives at risk, because they prevent traffic moving out of the way of ambulances. The College of Paramedics has stated that the new model of kerbed lanes, leave drivers nowhere to go when they see blue flashing lights behind them. For some of the most critical emergency patients, such as those in cardiac arrest, every minute added to the time it take to reach hospital can significantly reduce the chances of survival. The College has called on town planners to re-think the introduction of fully segregated lanes, in order to allow better traffic flow in congested city centres.

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

I want to assure you that, when it designs segregated cycle infrastructure on London's streets, TfL keeps in mind all road users, and in particular works closely with the emergency services to ensure their views are understood. Cycle tracks are designed with regular breaks so that other vehicles are able to pull in to allow emergency service vehicles to pass.

Emergency services operating under blue lights will find the safest and fastest way possible to arrive at a major incident. This could include safely using any section of the highway, including where necessary segregated cycle tracks, which will be clear of motor traffic.

Motorised traffic can make passage for emergency service vehicles difficult. I want to address London's dependence on private cars and their inefficient use of road space before halting any plans for building infrastructure that encourages people to cycle and to lead healthier, more active lives. As pointed out in my draft Transport Strategy, inactivity is linked to heart disease, one of the biggest killers in London.

Pedestrianisation of Oxford Street

Question No: 2017/2654

[David Kurten](#)

To ask the Mayor what progress you have made in your manifesto commitment to pedestrianise Oxford Street?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/07/2017

I am working closely with TfL and Westminster City Council to develop proposals to transform Oxford Street and the surrounding streets, which will give more space to pedestrians and reduce overcrowding.

An initial public consultation on high-level proposals for the western section of Oxford Street, from Orchard Street to Oxford Circus, closed on 18 June, with over 7,500 responses. Feedback is being analysed and will be considered as part of the more detailed proposals being developed before a second public consultation planned for later this year, as well as a subsequent public consultation for the eastern section of Oxford Street, from Oxford Circus to Tottenham Court Road.

Delivery on the western section of Oxford Street is being planned to coincide with the opening of the Elizabeth Line in 2018.

Oyster Cash

Question No: 2017/2655

David Kurten

To ask the Mayor how much cash is TfL currently sitting on, in respect of inactive Oyster cards and what is the ultimate intended disposal of this revenue?

The Mayor

TfL publishes data on inactive card balances on their website:

<https://tfl.gov.uk/cdn/static/cms/documents/card-balances-and-deposits-up-to-mar-2017.xlsx>

TfL encourages customers to reclaim balances and deposits on Oyster cards they no longer need and has carried out research into why people retain Oyster cards without using them for more than one year. This found that many Londoners retain a number of Oyster cards for emergencies or to lend to visitors. The research also found that many visitors to London keep their Oyster cards as souvenirs.

Around £50m in balances and deposits sits on Oyster cards that have been inactive for between 12 months and 24 months. Balances and deposits that have not been used for 24 months are transferred to TfL's income accounts. However, cards remain 'live' and available for use at any time in case a customer chooses to use them again.

TfL is planning a new publicity campaign later this year to further inform customers of how to return unwanted cards.

Hybrid Bus Incident

Question No: 2017/2656

David Kurten

To ask the Mayor what was the outcome of the investigation into the route 26 hybrid bus, which caught fire outside Liverpool Street Station on 2 October 2016 (MQ 2016/3629 refers).

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

The independent investigation did not identify a definite cause from the fire damage, but did find that engine or hydraulic oil escaped and ignited in the engine bay.

A precautionary audit of similar vehicles took place immediately and no evidence was found of a fleet-wide issue. At the time of the fire on 2 October, the fire suppression system fitted to the vehicle deployed correctly. The driver quickly brought the vehicle to a halt after a warning light came on and evacuated the vehicle. There were no injuries reported.

Cyclist and Pedestrian Fatalities

Question No: 2017/2657

[David Kurten](#)

How many cyclists have been killed or injured on London's roads in the last 12 months, and how many pedestrians have been killed or injured on London's roads?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

The table below shows pedestrians and cyclists injured on London's roads for the 12 months to end October 2016, which is the latest information Transport for London (TfL) has available.

Pedestrian and Pedal Cyclist casualties GLA area - 12 months to end October 2016

As well as the information held on the database, the Metropolitan Police Service provides an early notification of fatal collisions to TfL. For the 12 months to the end of June 2017, TfL has been notified of 61 pedestrian fatalities, equal to the lowest number on record, and eight pedal cyclist fatalities, the second lowest number on record. All 2016 and 2017 numbers are provisional and subject to revision.

Traffic Flows on Vauxhall Bridge Road

Question No: 2017/2658

[David Kurten](#)

To ask the Mayor what modelling was carried out on traffic flows on Vauxhall Bridge Road before the installation of the cycle superhighway, and what assessment has been made of the impact on vehicle traffic speeds, since it was opened by the Mayor in November 2016?

[The Mayor](#)

TfL carried out detailed traffic modelling when designing the Cycle Superhighway, including assessing the expected impacts on journey times for cyclists, bus passengers and drivers. Recent comparisons show that the journey times now are similar to those predicted by the models.

TfL Salaries

Question No: 2017/2659

[David Kurten](#)

I note that TfL now has 515 staff earning more than £100,000 a year. Could you please explain what steps are being taken to reduce the number of senior TfL staff being paid excessive salaries.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

Much of the figure of 515 employees earning over £100,000 is made up of people who have left Transport for London (TfL) and have received one-off severance payments. It also includes specialist engineers earning overtime by working overnight and at weekends on major projects such as the installing of new signalling on the Metropolitan, Hammersmith and City, District and Circle lines.

At my request, TfL is taking several steps to de-layer its management as part of a huge transformation programme. Of the 515 people, 31 left TfL during the year under the senior manager exit programme and a further four left the organisation and have not been replaced. As at 31 March 2017, there were 153 people with a base salary of over £100,000, which is a fifth fewer than in 2016.

CCTV on London buses

Question No: 2017/2660

[David Kurten](#)

To ask the Mayor how many times CCTV evidence recorded by London buses has been used in prosecutions in the period 2014-16 and how many of those prosecutions were successful?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

CCTV on buses helps to deter criminal activity and aid investigations. On London buses, cameras and the footage from them are owned and managed by the bus operating company that runs the particular service or route. The MPS and other law enforcement agencies can request CCTV footage from these companies under the Data Protection Act to help them investigate allegations of criminal offences.

While in some cases this footage may be submitted as evidence in a criminal prosecution, Transport for London does not record how many requests are made, or track how CCTV footage is used in investigations and any subsequent court cases.

Bus Wing Mirrors and Pedestrians

Question No: 2017/2661

[David Kurten](#)

To ask the Mayor how many pedestrians were struck by London bus wing mirrors in each of the last three years?

[The Mayor](#)

This information needs to be extrapolated manually from TfL's systems. I have therefore asked TfL to provide this data in writing and send it to you separately.

Biodiesel and London Buses

Question No: 2017/2662

[David Kurten](#)

To ask the Mayor how many of the capital's 8,900 buses are currently powered by the B20 fuel blend and what plans does TfL have for the future of this type of biodiesel?

[The Mayor](#)

Around a third of London's 9,500 buses are running on 20 per cent blends of biodiesel (B20). B20 is forecast to reduce CO2 greenhouse gases by around 10 per cent compared to ordinary diesel, when the life of the fuel from production to engine consumption is taken into account.

TfL is encouraging other bus operators to follow this lead so that we can make further reductions in greenhouse gas emissions. Biodiesel is a transitional fuel towards our ultimate goal of making all London's buses zero emission by 2037 at the latest, as set out in my draft Transport Strategy.

From 2018, no more pure diesel double-deck buses will be added to the capital's fleet and all new single-decks for central London will be zero-emission.

Unmanned tube trains

Question No: 2017/2663

[David Kurten](#)

To ask the Mayor what scoping work (if any) has been carried out by TfL on the feasibility of operating parts, or indeed, all of the London Underground with unmanned tube trains.

[The Mayor](#)

My focus for improving the Tube network is on increasing the capacity and frequency of services, and putting the needs of customers at the heart of everything the Tube does.

TfL is progressing with plans to upgrade the Piccadilly, Bakerloo, Central and Waterloo & City lines with the next generation of Tube trains. These trains, with new signalling technology, will mean more trains and improved reliability.

TfL is currently in the procurement process for new trains, which will be capable of full automation. As these trains will serve London for at least 40 years, it makes sense to future-proof their design. However, the trains will continue to have a driver on board.

Throughout the development and procurement of these new trains, we will work closely with customers, stakeholders, trade unions and staff to understand how to make the most of the new technology.

Ticket Office Closures

Question No: 2017/2664

David Kurten

To ask the Mayor what work has been undertaken to review and assess the impact of the programme of ticket office closures on the London Underground.

The Mayor

I asked London TravelWatch (LTW) to conduct an independent review of London Underground's programme of ticket office closures. This was completed in December 2016, and can be found online at:

http://www.londontravelwatch.org.uk/documents/get_lob?id=4291&field=file

The LTW report recommended improvements to staff visibility, to the assistance provided for disabled and older customers and to help passengers buy the right tickets.

TfL has taken a number of steps to address these issues, including committing to recruiting 325 additional roles to London Underground stations, at least 200 of which are full-time roles. One hundred and twenty five of these roles have now been filled.

TfL has carried out trials of new high-visibility vests for Customer Service Assistants, and made improvements to their training, with an enhanced module on customer service and helping disabled customers.

TfL has updated all Tube ticket machines to ensure they offer a wider range of products, including boundary extension tickets.

Ticket Machine Repairs

Question No: 2017/2665

David Kurten

To ask the Mayor what is the average time taken to repair ticket machines on the London Underground and how many full-time staff are employed to carry out this activity.

The Mayor

The maintenance and repair of London Underground ticket machines is carried out under a contract with Cubic Transportation Systems. Cubic continuously monitors the ticket machines and, where necessary, carries out repairs. The average time taken to repair machines is four hours, with the work being completed by Cubic employees.

Most stations have more than one ticket machine and the machines can operate with reduced functions.

Victims Commissioner

Question No: 2017/2666

[Peter Whittle](#)

To ask the Mayor what annual salary has been agreed with Claire Waxman, the Victims Commissioner for London, who was appointed to that role on 13 June 2017.

[The Mayor](#)

The appointment of Claire Waxman as the new Victims Commissioner for London is a first for any city in the United Kingdom. Claire has been a prominent and long-standing champion for victims' rights, motivated by her own experiences of the justice process as a victim of crime, and brings a wealth of personal insight and expertise to the role.

Claire will work with victims, the MPS, Crown Prosecution Service and the Ministry of Justice, and will act on victims' behalf, to ensure their voices are heard and develop ways to improve their experience of the criminal justice system and ability to recover. This work will include a review of compliance with the Victims Code of Practice and of service provision in London.

The salary offered for the post is £70,000 for a 3.5 day week.

This is an important and challenging role and the salary reflects that.

Football Clubs and the London Living Wage

Question No: 2017/2667

[Peter Whittle](#)

In Mayor's Question 2017/0342, I asked you what progress had been made in persuading London's professional football clubs to pay all of their staff the London Living Wage. I would ask you to revisit the response provided, which would appear to relate only to London's five Premiership clubs, rather than all of London's 13 professional football clubs.

[The Mayor](#)

I have now launched the call for evidence on the Good Work Standard and I'm asking businesses, including all of London's professional football clubs, to advise me on what they think should be included in and promoted through it.

Essential requirements are likely to include London Living Wage accreditation, and compliance with a set of basic standards to ensure workers are treated fairly.

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

Business Rates Revaluation

Question No: 2017/2668

[Peter Whittle](#)

To ask the Mayor what assessment he has made of the impact of the 1 April 2017 business

rates revaluation on businesses in London's West End.

The Mayor

Since the publication of the draft rating list on 30 September last year, GLA officers have been monitoring the impact of the 2017 revaluation on business ratepayers across London including the West End.

Rateable values in Camden and Westminster - the two boroughs covering the West End - increased by an average of 29% and 25%. However, in Westminster the average increases in valuations for the retail sector were around 60% and for licensed premises, restaurants and other businesses linked to the hospitality sector the average rise was around 80% - compared to an average of less than 15% for offices in the borough. Due to the Government's aggressive transitional relief scheme it is estimated that over 4,000 larger properties across the two boroughs saw rises in bills of around 45% overnight on 1 April this year. It is also estimated that the collective business rates bill for ratepayers in Oxford Street, Regent Street and Bond Street alone increased by around £75 million from £160 million to around £235 million this year.

I lobbied successfully with the London Business community and London Councils to persuade Ministers to amend the transitional relief scheme which phases in increases in bills. This concession will save London businesses around £90 million over the next four years - with a large proportion of the firms benefiting being located in the West End.

I also welcome the limited additional relief schemes announced by the Chancellor in the Budget last March. However, they were announced very late in the day after 2017-18 bills had been prepared by many billing authorities - despite the fact that Ministers were well aware of the problems arising from the revaluation last autumn. It is also disappointing due to implementation delays that nearly four months on the vast majority of eligible ratepayers in London have still to see the resulting reductions applied to their bills. The schemes announced in the budget remain of course a mere drop in the ocean compared to the £1bn plus increase in business rates faced by ratepayers in London as a result of the revaluation.

I will also be pushing for the administration of business rates to be fully devolved to London government prior to the next revaluation in 2022 similar to the arrangements already in place in Scotland, Wales and Northern Ireland. We cannot allow the huge rises faced by London firms including those in the West End to be repeated - and this could be avoided if the Government fully devolved decisions over business rates to the Mayor and London boroughs.

Al Quds Day March (1)

Question No: 2017/2669

David Kurten

On Sunday 19 June, I witnessed hundreds of anti-Israeli protesters marching through the streets of central London on their annual Al Quds Day demonstration, convened by the Islamic Human Rights Commission (IHRC), a British Muslim organisation, with close ties to the Iranian regime. At a rally outside the US Embassy in Grosvenor Square after the march, one speaker blamed the recent tragic fire at west London's Grenfell Tower on "Zionists", claiming that "Some of the biggest supporters of the Conservative Party are Zionists," "They are responsible for the murder of the people in Grenfell. The Zionist supporters of the Tory Party." Has this been reported as a hate crime, and if so, what action are the police taking?

The Mayor

There are four complaints about the conduct of both the Al Quds demonstration and the pro-Israeli counter demonstration that have been recorded as hate crimes. These are being investigated.

Al Quds Day March (2)

Question No: 2017/2670

David Kurten

To ask the Mayor how many complaints and hate incident reports the Metropolitan Police recorded in relation to this year's Al-Quds Day March.

The Mayor

Please see my response to [MQ 2017/2669](#).

Al Quds Day March (3)

Question No: 2017/2671

David Kurten

I note that the Jewish Chronicle in their edition of 21 June reported that the Metropolitan Police had launched an investigation into the rally leader Nazim Ali, over possible hate crimes and the display of Hezbollah flags at the Al Quds Day March on 19 June 2017. What was the outcome of this investigation?

The Mayor

Please see my response to [MQ 2017/2669](#).

Al Quds Day March (4)

Question No: 2017/2672

[David Kurten](#)

To ask the Mayor how many people were arrested at the annual Al Quds Day March in central London on Sunday 19 June, for what offences and how many were charged?

[The Mayor](#)

There were no arrests amongst either the Al Quds demonstrators or the pro-Israeli counter demonstration on 19 June 2017.

Al Quds Day March (6)

Question No: 2017/2673

[David Kurten](#)

To ask the Mayor what representations he has made to the Home Secretary about getting the political wing of Hezbollah named as a proscribed organisation, given that Hezbollah itself insists that there is no distinction between its military and political wings.

[The Mayor](#)

The ability to march in the UK is a fundamental right all should feel able to exercise in London.

As such the Al Quds Day march cannot be not banned if it is carried out within the parameters of the law.

However, I share and recognise the concerns that the Jewish community and others have about support shown for Hezbollah, an illegal, proscribed and anti-Semitic organisation. Anti-Semitism has no place in London, where we don't just tolerate diversity, we respect and celebrate it.

As you are aware, I have written to the Home Secretary on this issue, raising these concerns and representations from the people of London.

Fire Appliance Procurement

Question No: 2017/2674

[David Kurten](#)

To ask the Mayor what steps are being taken to procure fire appliances with greater reach than those currently in service with the LFB? The tallest aerial platform deployed at the recent fire at the 24-storey Grenfell Tower in north Kensington was borrowed from Surrey Fire and Rescue Service and with a reach of 138 feet, it is the tallest in the country and yet, was unable to reach the top floors of the building, which stands at nearly 230 feet.

[The Mayor](#)

Earlier this year the London Fire Brigade committed to reviewing all appliances including aerial appliances and this review will include learnings from incidents including the tragic Grenfell Tower fire.

It is important to note all fire and rescue services regularly share resources as part of the cross border agreement.

Metropolitan Police National Tasking

Question No: 2017/2675

[Peter Whittle](#)

To ask the Mayor what proportion of Metropolitan Police resources and manpower are permanently devoted to national or Home Office tasking, rather than London policing, and what sums are reimbursed annually to MPS in consequence?

[The Mayor](#)

The MPS receive funding from the National and International Capital City (NICC) grant to reflect the extra burden placed on resources by policing the capital.

Based on the 2015/16 exercise to identify NICC expenditure, NICC functions are estimated to cost the Met £344m a year. Of this, £281m is associated with direct policing costs and £63m with support costs and overheads.

The independent panel chaired by Sir Richard Mottram recommended funding of £281m, excluding support costs. The Home Office approved funding at 62% of this level, i.e. £174m.

In 2017/18 the Met will receive £174m, leaving a funding gap of £107m compared to the £281m recommended by Sir Richard Mottram, and a gap of £170m compared to the costs the MPS estimated - the equivalent to a cost of circa £59 for every Band D household in London, per year. I have raised this issue with the Home Office and will continue to press for a fairer funding settlement for London and the Met.

Gun crime

Question No: 2017/2676

[Peter Whittle](#)

Gun crime offences in London surged by 42% in the last year, according to official statistics. The Metropolitan Police's figures showed there were 2,544 gun crime offences from April 2016 to April 2017, compared to 1,793 offences from 2015 until 2016. Can the Mayor reassure Londoners that the Met is going to turn this disturbing increase around and get guns off our capital's streets.

[The Mayor](#)

The MPS figures for lethal barrelled discharges currently shows a 25.5 % increase. The rise in gun crime offences is replicated nationally. However, despite this, the MPS has seen an increase in the last two years in the amount of firearms that have been recovered.

Trident Gang Crime Command investigates all firearm discharges and proactively targets offenders supplying and discharging firearms. The MPS also works with national partners to remove guns off the street.

Operation Viper has been developed as a specific tactic to assist boroughs in suppressing Gun Crime Discharges and conducting proactive patrols in hotspot areas across London. This activity is intelligence driven to ensure resources are deployed where lethal barrelled discharges are occurring. I have committed to delivering more resources to the neighbourhoods, including ward-based PCSOs who will work in support dedicated ward officers and lead on community engagement and obtaining community intelligence in support of the reduction of all crime in the area, including gun crime.

Prevention and diversion is also vital - reducing the availability of weapons, creating pathways away from violence, engaging with young people and building trust with communities all of which are encompassed by the MPS approach.

No Go Areas

Question No: 2017/2677

[Peter Whittle](#)

To ask the Mayor if there are any 'no-go' areas for the police in the Metropolitan Police Area.

[The Mayor](#)

No. There are no areas in London that the MPS or I would describe as 'no-go' areas.

Our police officers work in all areas of London and are part of the community they serve, representing Peelian principles by the world renowned way that they deliver neighbourhood policing and it is entirely wrong to suggest that there are any 'no-go' areas in London for our brave and dedicated officers.

Hate Crime

Question No: 2017/2678

[Peter Whittle](#)

To ask the Mayor how many people were investigated for hate crime in 2016, how many charged and how many convicted.

[The Mayor](#)

In 2016 there were 3,202 people proceeded against for hate crime by the MPS. Of these 2,738 were charged (85%).

Convictions are recorded by the CPS and the latest available published data is for the financial year to end of March 2016. This shows that there were 3,182 prosecutions for hate crime with 2,473 ending in a conviction (77% conviction rate).

CS Gas

Question No: 2017/2679

[Peter Whittle](#)

To ask the Mayor what his position is on the use of CS Gas in civil disorder situations.

[The Mayor](#)

As you might imagine, there are clear guidelines and protocols around the use of CS spray which are given in the police National Personal Safety Manual. Officers are issued with CS spray for use in line with this guidance and if they are required to deploy it, they must do so in accordance with the overriding principles of reasonableness and necessity.

Police Bail

Question No: 2017/2680

[Peter Whittle](#)

To ask the Mayor what view the Metropolitan Police has taken of the Home Office decision in April 2017 to limit police bail to 28 days.

[The Mayor](#)

I have been assured that the MPS have implemented the process well.

One of the key elements of the new legislation was the assumption that more detainees would be released without bail. There were initially some concerns about the impact of this, which has indeed shown an increase in those released under investigation rather than bailed. As such, a local policy has been devised to ensure that these suspects are updated every three months, aligning to the review periods for those who are bailed.

Procedural, policy and IT changes were required and have been put in place to facilitate new ways of working. In addition to this, I'm assured that extensive briefing and support material have been developed and delivered to Met Officers to assist with the transition.

Police officers' place of residence

Question No: 2017/2681

[Peter Whittle](#)

To ask the Mayor how many police officers currently reside outside the Metropolitan Police District and what steps are being taken to increase the numbers of officers resident within Greater London itself and to disincentivise them from living outside London and overseas.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

At the end of June 2017 there were 30,719 officers in the Metropolitan Police Service (MPS). 13,533 (44%) lived in a London borough and 17,186 (56%) lived outside London.

In August 2013 the MPS introduced the London residency criteria, whereby Police Constable applicants must have lived in London for three out of the last six years to be eligible to join.

In addition, new recruits are no longer eligible for the 'ATOC' travel scheme. This scheme allows police officers to travel on National Rail services within a 70 mile radius for a monthly contribution. To encourage residency in London, the MPS provide Police Officers with free travel on TFL services.

Foreign Home Ownership

Question No: 2017/2682

[David Kurten](#)

To ask the Mayor what representations he has made to Her Majesty's Government to limit foreign home ownership in the capital.

[The Mayor](#)

The sub-group of my Homes for Londoners Board that oversaw the research on overseas investment in London's housing has made recommendations to me on this issue. I am currently considering those recommendations and will respond shortly.

Dangerous Dogs Act 1991

Question No: 2017/2683

[Peter Whittle](#)

To ask the Mayor what, (if any) representations have been made to Defra on revising and strengthening the poorly-drafted Dangerous Dogs Act 1991.

[The Mayor](#)

I previously wrote to the Chair of the London Assembly stating the following:-

"The Assembly agreed the motion on 7 December and called on me to write to the Secretary of State for the Environment, Food and Rural Affairs to request a formal review of the Dangerous Dogs Act 1991.

Having looked at the motion in detail, it is clear that the main concern is around the increase in seizures and in dog bites. However, this increase is not an accurate reflection of an increased issue. It is more likely a reaction to the change in the law and therefore recording. An amendment in 2014 to the current legislation (following lobbying from my predecessor) led to the location in which a recorded offence could be made changing from a 'public place' to 'any place in England and Wales' (whether or not a public place).

This consequently increased the range of incidents that could be recorded under the act and it is highly likely that this has led to the increase in recorded dog bites that we have subsequently seen. The argument is therefore flawed and as such, I will not be supporting this motion at this time.

My office continues to support and fund the Status Dogs Unit in the MPS, which is a specific unit dedicated to policing dangerous dogs. The Unit works closely with local communities to eliminate this type of crime. MOPAC is supportive of responsible dog ownership and welcomed the initiative of the MPS in introducing a Dog Awareness Course to educate those dog owners who fall foul of the law to encourage better dog ownership."

Cashpoint Crime

Question No: 2017/2684

[Peter Whittle](#)

To ask the Mayor what is the current incidence of cashpoint fraud in the Metropolitan Police Area and how many people have been arrested, charged and convicted for this offence over the last three years.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/07/2017

The term 'cashpoint fraud' covers a number of possible criminal offences, including the eventual fraud on a victim's cloned bank card. Data pertaining to the offence of fraud in particular is held by City of London Police, with whom MOPAC are liaising to gather the necessary data as requested.

Policing and Drones

Question No: 2017/2685

[Peter Whittle](#)

To ask the Mayor what work the Metropolitan Police is currently undertaking in evaluating the use of drones for service.

[The Mayor](#)

The MPS has evaluated a number of commercially available drones to establish their capabilities. This has consisted mainly of bench testing and limited flying. The MPS has relied on information and advice from experts in agencies such as the Home Office Centre for Applied Science and Technology and drone projects in other police forces, in particular the Sussex Police operation at Gatwick funded by the Home Office.

Metropolitan Police Super-Recognisers

Question No: 2017/2686

[Peter Whittle](#)

What steps are currently being undertaken to increase the number of officers known as 'super-recognisers' serving with the Metropolitan Police.

[The Mayor](#)

At present the Metropolitan Police are not identifying new Super Recognisers.

In 2011 Greenwich University began a process of identifying Super- Recognisers. The Met currently has over 150 officers who have completed the evaluation conducted by Greenwich University.

Greenwich University are now developing a new super recogniser test under the guidance of Dr Josh Davies, this test is supported by a European funded project.

This new test was trialled by 18 officers in the Met on Friday 30th June and awaits evaluation.

Acid Attacks

Question No: 2017/2687

[Peter Whittle](#)

To ask the Mayor what assessment the Metropolitan Police has made for the reasons behind the rise in the number of reported acid attacks against the person in London, which rose from 261 in 2015 to 454 in 2016, a rise of 74 per cent.

[The Mayor](#)

I am very concerned about the rise in the criminal use of corrosive liquids, such as acid. There is no place for this type of violence in our communities and the police will take a zero-tolerance approach to it wherever it occurs. These are serious criminal offences and those caught and prosecuted face going to prison.

MPS data indicate that most incidents resulted in offences, such as serious wounding, assault with injury and common assault, and that victims were more likely to be male.

This is a national issue and is not confined to London and as such, further work is being conducted with other forces and stakeholders, e.g. retailers, to identify the motivations and continue to develop our collective response to this worrying trend.

Metropolitan Police Discipline

Question No: 2017/2688

[Peter Whittle](#)

To ask the Mayor how many police officers have been permitted over the last three years to retire from the Metropolitan Police, rather than face disciplinary proceedings.

[The Mayor](#)

There have been a total of 22 officers and 24 Special Constables who have been permitted to retire/resign from the Metropolitan Police Service whilst under investigation for a misconduct matter since Regulation 10A of the Police (Conduct) Regulations 2012 was introduced by Government in January 2015.

London Gun Owners Security Breach

Question No: 2017/2689

[Peter Whittle](#)

To ask the Mayor what is the outcome of the investigation into the Metropolitan Police's decision to hand over the addresses of 30,000 London gun owners to a third party for a marketing campaign, in breach of the 1998 Data Protection Act.

[The Mayor](#)

There was no breach of the Data Protection Act.

Gender-Neutral Police Uniforms

Question No: 2017/2690

[Peter Whittle](#)

To ask the Mayor what work has been undertaken by the Metropolitan Police in scoping the requirement (or otherwise) for gender-neutral uniforms.

[The Mayor](#)

There are no plans to introduce gender neutral uniforms at this time.

Transgender Friendly Headgear

Question No: 2017/2691

[Peter Whittle](#)

To ask the Mayor what steps the Metropolitan Police are taking to scope the requirement for transgender-friendly headgear.

[The Mayor](#)

There are no plans to introduce new headgear at this time.

Operation Midland

Question No: 2017/2692

[Peter Whittle](#)

To ask the Mayor how much money the Metropolitan Police has paid out in compensation to individuals who were the subject of its bungled VIP paedophile investigation, one of the most embarrassing and criticised inquiries ever conducted by a British police force.

[The Mayor](#)

As at 1 July 2017, the MPS has paid £130,000 in settlement of threatened claims arising from Operation Midland. It would be inappropriate, for reasons of confidentiality, to identify individuals who have received compensation or those cases where claims remain outstanding.

Electoral Fraud and Malpractice

Question No: 2017/2693

[Peter Whittle](#)

To ask the Mayor what lessons the Metropolitan Police has learned from its manifest failings in relation to electoral fraud in Tower Hamlets and what steps are being taken to rectify these shortcomings, prevent a recurrence and reassure the electorate of the integrity of the electoral process.

[The Mayor](#)

As I am sure the Assembly Member is aware, I referred the matter to the HMIC and will await its outcome.

National Police Chiefs' Council Property Assets

Question No: 2017/2694

[Peter Whittle](#)

To ask the Mayor 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.

[The Mayor](#)

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.

Saudi War Crimes

Question No: 2017/2695

[Peter Whittle](#)

To ask the Mayor what is the scope of the investigations being conducted by the Metropolitan Police's SO15 counter-terrorism unit into allegations of war crimes by Saudi Armed Forces in The Yemen, how many officers are working on this task and whether this is an appropriate use of Metropolitan Police resources.

[The Mayor](#)

The MPS are not currently dealing with any referrals relating to the conflict in Yemen. In initial consideration of war crime referrals, it must be established if the UK has jurisdiction for the potential offences; this primarily means if a possible suspect is residing or present in the UK. At this time there are no referrals relating to the Yemen conflict meeting this criteria being considered, so no resources are allocated.

Domestic Violence

Question No: 2017/2696

[Peter Whittle](#)

To ask the Mayor why only 64 per cent of domestic abuse prosecutions led to a conviction in the capital in 2015/16, compared with 74 per cent in the South-East and 80 per cent in Merseyside and Cheshire. Is it not time for the Metropolitan Police to overhaul the manner in which it approaches this crime and up its game.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/07/2017

Tackling Violence against Women and Girls is a key priority for me and it forms a significant section of my new Police and Crime Plan. A key commitment in the new plan is to refresh the existing Violence Against Women and Girls Strategy. The refreshed strategy will be launched at the end of 2017 and development work for the refresh is currently underway.

The MPS and criminal justice partners recognise that collectively they need to improve their response to domestic abuse charges and convictions. The London Criminal Justice Domestic Abuse Delivery Board was created for that purpose. It comprises: the Crown Prosecution Service, HM Courts & Tribunals Service, the Judiciary, the Metropolitan Police Service, the City of London Police, the National Probation Service, Victim Support, IDVA service representatives; Local Authority representatives; the Witness Service; and my Office for Police and Crime (MOPAC).

The Board has multiple aims including:

Improving the engagement of victims and witnesses with the criminal justice system;

Delivering more early guilty pleas and a higher rate of convictions and effective trials in domestic abuse cases;

Improving the support for those involved in domestic abuse cases;

Developing a shared performance reporting framework to identify the progress made and areas requiring continuing improvement; and finally,

Ensuring compliance with the victim code of practice in Domestic Abuse cases.

Garden Bridge (1)

Question No: 2017/2697

David Kurten

To ask the Mayor how much of the £37 million in public money so far spent on this project is going to be recouped.

The Mayor

Please see my response to [MQ 2017/2367](#).

Garden Bridge (2)

Question No: 2017/2698

David Kurten

To ask the Mayor what outstanding financial liabilities does the GLA have in respect of this failed project.

The Mayor

The GLA has no financial liabilities with relation to the Garden Bridge. TfL's funding agreements with the Garden Bridge Trust are available online at:
<https://tfl.gov.uk/corporate/publications-and-reports/temple-footbridge>.

Garden Bridge (3)

Question No: 2017/2699

David Kurten

I was intrigued to read the article in the Evening Standard on 22 June 2017 by Baron Rogers of Riverside, extolling the virtues of the Garden Bridge and explaining that: 'Thomas Heatherwick's Garden Bridge would be a crowning glory for the rediscovery and reinvention of London's river.' However, I had previously been under the impression that this misconceived and incredibly expensive vanity project had been abandoned by City Hall. Could you please confirm that this is indeed the case?

The Mayor

The delivery of, and fundraising for, the Garden Bridge is the responsibility of the Garden Bridge Trust, which is an independent charity.

I have been clear that no more of London taxpayers' money that I am responsible for will be committed to the Garden Bridge project.

Since receiving Dame Margaret Hodge's review, I have considered all of the available information and concluded that the GLA cannot provide guarantees for the operation and maintenance of the bridge because of the financial risk this would place on the public purse.

My Mayoral Decision setting this out is available at
<https://www.london.gov.uk/decisions/md2120-revoking-approvals-respect-garden-bridge-project>.

Sanctuary Housing

Question No: 2017/2700

David Kurten

Sanctuary is one of the UK's biggest housing organisations, with a portfolio of 100,000 homes. At its Artizan Court development in Wood Green, completed in 2014, residents claim that security issues, poor-quality building work and issues around leaks, damp and mould have been compounded by Sanctuary's tardy and often misleading responses to resident's complaints. Given that the GLA contributed £1.9m of tax-payers' money to assist in the construction of this development, can the Mayor tell me what is being done by Sanctuary (or indeed, other parties) to address these ongoing issues.

The Mayor

When residents moved into their homes, they reported a number of issues.

The actions undertaken by Sanctuary included;

installing more robust main gates that are beyond the 'Secure by Design' specification originally installed. As well as fitting specialist locks to the apartment doors and full height fences.

Works to rectify damp and leaks which were inspected and approved following an appropriate drying out period.

Sanctuary has reflected on the problems raised and developed a formal defects procedure. They have implemented changes to the management of Artizan Court, to more easily identify issues, coordinate action and keep residents updated.

Mayor's Report into Foreign Ownership of Housing

Question No: 2017/2701

David Kurten

I note that the Mayor launched his inquiry into foreign ownership of London housing in September 2016, with much press coverage. However, I note that the report was subsequently published without a press release being issued and may be found buried deep in the GLA website, within the meeting papers for the Homes for Londoners Board which took place on 13 June. Given the fanfare with which this initiative was launched, why is that so?

The Mayor

A press release was planned to be issued the day after the Homes for Londoners Board meeting where the report was discussed. However, given the terrible and tragic events of that day it would have been inappropriate to have done so.

The report was covered in detail in the Guardian newspaper on the day of the Homes for Londoners Board meeting and this can be found at:

<https://www.theguardian.com/society/2017/jun/13/foreign-investors-snapping-up-london-homes-suitable-for-first-time-buyers>.

North London Muslim Housing Association

Question No: 2017/2702

[David Kurten](#)

To ask the Mayor what financial support has been provided to this organisation by the GLA over the last three years and for what purposes.

[The Mayor](#)

Over the last three years, GLA grant funding of £1,737,974 has been allocated to North London Muslim Housing Association, working as part of the North London Alliance consortium, to provide homes in three schemes for 33 affordable rented and 10 shared ownership homes.

Catalyst Housing

Question No: 2017/2703

[David Kurten](#)

Catalyst Housing oversees more than 21,000 homes across London and the south-east. At its Caulfield Park development in South Acton, which was completed in 2011, residents say they have complained for more than five years about lifts that are constantly out of order, infestation by rodents and faulty plumbing. Given that Caulfield Park's construction was assisted by £19.5m in grants from the GLA, can the Mayor tell me what practical steps are being taken to rectify this state of affairs.

[The Mayor](#)

Catalyst is taking steps at Caulfield Park to address the issues raised by residents. The Neighbourhood Manager is working closely with residents to implement a detailed action plan that addresses these issues.

To tackle rodents, they have carried out proofing work, compartmentalisation of riser cupboards, and a programme of baiting in the communal areas.

To ensure lifts are well maintained, the relevant records have been surveyed and reviewed by an independent lift consultant whose opinion is that the maintenance regime is of a good standard.

To improve hot water supply, the planned maintenance regime has been increased and a number of major components upgraded to improve reliability and resilience

Monthly written updates on implementation of the action plan are supplied to all residents.

Housing Requisition

Question No: 2017/2704

[David Kurten](#)

To ask the Mayor if he supports his party leader's call for supporters to "occupy" empty buildings to find homes for victims of Grenfell Tower fire.

[The Mayor](#)

My officers have been embedded in the team led by Westminster City Council that is securing accommodation for survivors of the fire. This accommodation does not include the occupation of empty buildings.

The London Property Market

Question No: 2017/2705

[David Kurten](#)

Transparency International's report Faulty Towers: Understanding the Impact of Overseas Corruption on the London Property Market published on 3 March 2017, analysed Land Registry data, to establish the ownership of apartments in 14 landmark London developments. It found that across all of them, around 80 per cent of the apartments had been sold to overseas investors and 40 per cent of those investors came from countries with a high corruption risk, or were companies registered in a 'secrecy haven'. I note that these figures are at variance with your own 13 June 2017 report into foreign ownership (which referenced Transparency International's report), which stated: 'overseas buyers bought 10% of all new homes in London between 2014-16'. Estate agent Knight Frank's October 2013 report International Buyers in London stated: 'Over the 12 months to June 2013, 49% of all £1m+ sales in prime central London went to foreign buyers by nationality.' These examples would suggest that the research undertaken by the University of York for the GLA's Homes for Londoners Board report is in error. Can you explain this variation?

[The Mayor](#)

As you set out, Transparency International's report focussed on landmark developments, and Knight Frank's report focussed on £1m+ sales in prime central London. The University of York's research analysed a representative data sample of 8,000 new homes in London, with homes sampled in every single borough over a two-year period.

London Open for Business

Question No: 2017/2706

[Peter Whittle](#)

To ask the Mayor whether, in his address to the movers and shakers of the global elite at the World Economic Forum at Davos in Switzerland on 18 January 2017, he managed to persuade them that London is still open for business.

[The Mayor](#)

Yes.

Free to Use Cash Machines

Question No: 2017/2707

[Peter Whittle](#)

To ask the Mayor what plans he has to incorporate the provision of free-to-use cash machines (ATMs) in his city-wide London Plan, given the well-documented adverse economic impact of paid-for cash machines on London's poorest citizens.

[The Mayor](#)

The availability of free cash point machines is important, but not something that can be mandated through the London Plan. Putting a cash machine in the front of a building would require planning permission, but planning regulations cannot stipulate that the machine must be free to use.

Transport for London is, nevertheless, making a contribution to the availability of free-to-use cash machines. There are approximately 120 free cash machines at more than 60 stations on the London Underground network. Transport for London is working to identify locations for cash machines at stations that do not presently have this facility.

London-only Work Visas

Question No: 2017/2708

[Peter Whittle](#)

To ask the Mayor for an update on how his proposals for London-only work visas are progressing.

[The Mayor](#)

I have not proposed a London-only work visa. However, I am open to the potential for a regionalised approach to migration, if the Government is unable to secure the flexibility London needs to stay open.

I recently convened a meeting with representatives from business, academia and public services that looked at these issues. I believe the best option is for the UK to remain a member of the Single Market. This supports the dynamism and innovation that defines London. I will be making this case to Government over the coming weeks.

City Hall Roll of Honour

Question No: 2017/2709

[Peter Whittle](#)

To ask the Mayor how often a page is turned of the Roll of Honour located in Reception at City Hall.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/07/2017

I am informed that the pages are turned infrequently due to the difficulty of accessing the display cabinet.

However, a page may be turned to show the name of an individual commemorated in the Roll of Honour at the request of a relative or friend.

I'm sure you will also be aware that The Roll of Honour is displayed every year at the GLA Service of Remembrance.

GLA Apprentice Scheme

Question No: 2017/2710

[David Kurten](#)

To ask the Mayor how many young people taken on under the 2016 GLA Apprentice Scheme subsequently gained full-time employment with the GLA 'family'.

[The Mayor](#)

There were 16 Apprentices taken on in 2016 as part of the GLA Advance Apprenticeship scheme. Nine of these secured full time roles within the GLA 'family'. Three as Higher Apprentices in the GLA. One as a Higher Apprentice in OPDC. Two in roles at the MPS. Three in full time roles in the GLA.

GLA Disciplinary Cases

Question No: 2017/2711

[Peter Whittle](#)

To ask the Mayor a) how many GLA staff underwent formal disciplinary proceedings in the years 2015 and 2016, how many so far in the current calendar year and b), how many of those cases by year, resulted in dismissal.

[The Mayor](#)

In 2015, no formal disciplinary proceedings concluded.

In 2016, one formal disciplinary proceeding concluded. This proceeding did not result in dismissal.

In the period, January to June 2017 one formal disciplinary proceeding concluded. This proceeding did not result in dismissal.

GLA Pay Review

Question No: 2017/2712

[David Kurten](#)

In your recent pay review, it was established that seven out of 25 staff members working at the GLA and earning more than £94,000 were women. How many of these 25 staff are LGBT, BAME or disabled?

[The Mayor](#)

It would be inappropriate to provide the information requested because, given the small numbers involved, the individuals will become identifiable.

The GLA is putting considerable effort into improving the diversity of its workforce at all levels. For example, we have seen women in senior roles earning £60K plus increase from 31% to 44% since 2008

The GLA gender pay gap action plan is complete and is being implemented. It will be published later this year.

The GLA has just been recognised for the work it has done on ensuring the GLA is great place for women to work - in the Times Top 50 employers for women.

The GLA is developing a Diversity and Inclusion standard to support my vision of a fair and equal city with a focus on action the GLA and GLA group bodies can take in order to achieve a truly diverse workforce reflective of London and develop inclusive cultures in which all groups can flourish. It is expected the standard will be published by the end of the year.

Amnesty for Illegal Immigrants

Question No: 2017/2713

[David Kurten](#)

I note that in your interview with LBC on 22 June 2017 you called on the government to ensure any illegal immigrants who lived in Grenfell Tower are protected. Whilst I have nothing but sympathy for those who died and experienced the loss of loved ones in this tragic event, would this course of action encourage other people to break the law?

[The Mayor](#)

I have backed calls for an amnesty on anybody coming forward who was a resident at Grenfell Tower at the time the fire took place or has information about the victims. No action must be taken against anybody who comes forward.

There may be some people who are sub-letting, breaching their tenancy agreement. There may be people who have got friends and family visiting, who may be worried about reporting them because they haven't got immigration status.

It is crucial that people should feel confident that if they come forward and speak to the authorities, that no action will be taken.

Crimes on Social Media

Question No: 2017/2714

[David Kurten](#)

To ask the Mayor how many people in London have so far been arrested, charged and convicted for offensive tweets, postings on Facebook and other social media?

[The Mayor](#)

MPS data for the calendar years 2008 to 2017 indicate that in total 5332 people have been arrested and charged for a range of offences under the Communications Act 2003.

These include the offences of:

causing to be sent or sending false messages by public electronic communication network to cause annoyance/inconvenience /anxiety;

sending by public communication network an offensive / indecent / obscene / menacing message or matter; and

persistently making use of public communication network to cause annoyance / inconvenience / anxiety.

The MPS does not hold data on convictions. The table below provides the data broken down by calendar year.

NB.

2008 is the earliest year for which it is possible to obtain records

2017 data is for a partial year only.

Air Pollution

Question No: 2017/2715

[David Kurten](#)

Have you incorporated tropospheric ozone levels in London into your air quality, or climate change action plans?

[The Mayor](#)

The majority of tropospheric ozone formation occurs when nitrogen oxides (NOx), carbon monoxide (CO) and volatile organic compounds (VOCs), such as xylene, react in the atmosphere in the presence of sunlight.

Formation of ozone can take place over several hours or days and may have arisen from emissions many hundreds or even thousands of kilometres away. For this reason ozone is not considered to be a 'local' pollutant. However by focusing on addressing NOx and other pollutant emissions my policies help to address ozone pollution.

Hate Crime (1)

Question No: 2017/2716

David Kurten

After the terrorist attack in London on June 3rd, it was widely reported that there was a spike in hate crime on June 6th. What were the daily hate crime figures for the period between when you took office on 8th May 2016 and 30th June 14th 2017 within the Metropolitan Police Area?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/07/2017

A total of 22,679 distinct hate crimes were recorded between 8th May 2016 and 30th June 2017, giving a daily average during this time period of 54 crimes per day.

On 6th June 2017, there were 73 distinct hate crime offences recorded.

Hate Crime (2)

Question No: 2017/2717

David Kurten

How are daily hate crime figures compiled?

The Mayor

Figures are collated by the MPS in line with the Home Office Counting Rules. Both hate crimes and hate incidents are recorded on CRIS, the MPS Crime Recording System. A hate crime is any incident that constitutes a criminal offence, and a hate crime can be a crime in its own right, or an aggravator or aggravating feature of any other crime.

A flag is applied to the crime record by the investigating officer or their supervisor to show that it is a hate crime, as well as the particular motivation (e.g. homophobic).

Once the classification of the offence has been confirmed, a count of these offences is extracted on a daily, weekly, monthly or ad hoc basis from the MPS source systems based on the recorded date of the offence or incident.

Hate Crime (3)

Question No: 2017/2718

[David Kurten](#)

What sources are used for official "hate crime" figures?

[The Mayor](#)

Hate crimes are reported directly to the MPS or via one of a number of third party reporting partners such as the CST, Tell Mama, Galop and Stop Hate UK. The MPS crime recording system CRIS is used to store all records of hate crime offences and incidents.

Once the classification of the offence has been confirmed, a count of these is extracted and figures are collated in line with the Home Office Counting Rules.

Hate Crime (4)

Question No: 2017/2719

[David Kurten](#)

After the terrorist attack in London on June 3rd, it was widely reported in a press release by the Mayor that there was a 5-fold increase in Islamophobic hate crime on June 6th. What were the daily figures for Islamophobic hate crime for the period between when you took office on 8th May 2016 and 30th June 14th 2017 within the Metropolitan Police Area?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/07/2017

A total of 1,726 Islamophobic hate crimes were recorded between 8th May 2016 and 30th June 2017, making the daily average during this time period slightly over 4 crimes per day.

The number of Islamophobic hate crimes recorded on 6th June 2017 was 23.

Hate Crime (5)

Question No: 2017/2720

[David Kurten](#)

Is Tell Mama being used as a source to compile Islamophobic hate crime statistics, and if not, what sources are used?

[The Mayor](#)

Tell Mama is one of a number of third party reporting partners who are used as a conduit to encourage reporting in London. As such they may assist victims to report hate crime to the police. Reports from third party partners are treated the same as crime reports submitted directly to the police and are subject to the same processes of categorisation and investigation

Other groups such as the CST, Galop and Stop Hate UK are also third party reporting partners.

Hate Crime (6)

Question No: 2017/2721

[David Kurten](#)

Are "hate crime" figures released daily by the Met?

[The Mayor](#)

No. A report of hate crime incidents is made available internally within the MPS on a daily basis and is shared with a number of key individuals at City Hall.

Hate Crime (7)

Question No: 2017/2722

[David Kurten](#)

What other categories of hate crime are recorded by the Metropolitan Police, apart from Islamophobic hate crime?

[The Mayor](#)

The MPS records all categories of hate crime in line with National Crime Recording Standards (NCRS). These include the strands; racially and religiously motivated, faith, sexual orientation, disability and transgender status.

Additionally, NCRS standards include identifying anti-Semitic and Islamophobic hate crimes, which would be included in faith hate crime and racially and religiously motivated hate crime figures.

Hate Crime (8)

Question No: 2017/2723

David Kurten

What are the daily figures for these other forms of hate crime apart from Islamophobic hate crime for the period between when you took office on 8th May 2016 and 30th June 2017?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/07/2017

A total of 22,679 distinct hate crimes were recorded between 8th May 2016 and 30th June 2017. The daily average during this time period was 54 crimes per day.

The total number and daily average breakdown for each hate crime type during this period is given below. It should be noted that the totals for each hate crime type exceeds the total number of distinct hate crimes. This is because anti-Semitic and Islamophobic hate crimes are a subset of faith hate crimes, and multiple hate crime flags may be applied to the same record, for example a crime may be classified as both racially and disability motivated.

Hate crime category	Total	Daily average	
Islamophobic	1,726	4.1	
Anti-Semitic	606	1.4	
Disability	698	1.7	
Faith	2,678	6.4	
Sexual Orientation	2,393	5.7	
Racist	18,926	45.2	
Transphobic	232	0.6	

Hate Crime (9)

Question No: 2017/2724

David Kurten

How are the daily statistics for these forms of hate crime compiled and what sources do you use to compile them?

The Mayor

Please see my responses to [MQ 2017/2717](#) and [MQ 2017/2718](#).

Hate Crime (10)

Question No: 2017/2725

[David Kurten](#)

Were all of the hate crimes and Islamophobic hate crimes reported on June 6th 2017 actually committed on June 6th, or were some of them committed on days prior to June 6th? If so, what days were they committed on and how many were committed on each of the days of the alleged offences or incidents in the Metropolitan Police Area?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/07/2017

A total of 23 Islamophobic hate crimes were recorded on 6th June 2017. Of those, six were committed on 6th June.

The remaining Islamophobic hate crimes recorded on 6th June were committed on the following days:

2 Feb 2017 - 1 crime

31 May 2017 - 1 crime

1 June 2017 - 1 crime

2 June 2017 - 1 crime

4 June 2017 - 6 crimes

5 June 2017 - 7 crimes

Hate Crime (11)

Question No: 2017/2726

[David Kurten](#)

How many of the Islamophobic hate crimes reported on June 6th 2017 were classified as actual hate crimes which are being prosecuted, and how many were classified as hate incidents or non-incidents in the Metropolitan Police Area?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/07/2017

All 23 Islamophobic hate crimes recorded on June 6th 2017 are classified as crimes. Investigations are ongoing and it is too early to establish how many of those 23 will result in prosecution.

Two further Islamophobic incidents reported on June 6th 2017 were not classified as offences and are treated as incidents.

Hate Crime (12)

Question No: 2017/2727

[David Kurten](#)

What are the details of all the hate crimes and Islamophobic hate crimes reported on June 6th 2017 in the Metropolitan Police Area?

[The Mayor](#)

It is not clear what details are being requested. Some information related to specific crimes may enable the identification of individual victims and cannot therefore be released into the public domain.

Hate Crime (13)

Question No: 2017/2728

[David Kurten](#)

Are terrorist attacks classified as "hate crimes"?

[The Mayor](#)

If the offences that occurred as part of the attack meet the Home Office definition of hate crime, for example they were believed to be racially or religiously motivated and flagged as such, then they would be classified and counted as hate crimes.

However, due to the sensitive nature of terrorism related investigations, if the records are "Classified" with restricted access, they may avoid being included in overall figures.

Hate Crime (14)

Question No: 2017/2729

[David Kurten](#)

Are "hate crimes" now part and parcel of living in a city, just as terrorist attacks are also part and parcel of living in a city?

[The Mayor](#)

I have been quite clear that we will always do everything possible to prepare for the worst, but we must never accept that terrorist attacks are a price we have to pay for our way of life or for the times we live in.

Terrorist attacks that kill and injure innocent people are not inevitable. They are choices made by those who choose to murder and injure innocent men, women and children in the name of their grotesque and perverse ideology.

I have also made my position clear that I will not tolerate hate crime against anyone, anywhere in London. There is no place for hatred and intolerance in London.

Being prepared to challenge and combat hate crime is what is part and parcel of living in a great city like ours, and the best way to do that is to encourage greater social integration, bringing communities together and celebrating their contribution to the life of the capital.

Hate Crime (15)

Question No: 2017/2730

[David Kurten](#)

Is a heightened sense of fear relating to a concern that one's children will be murdered in a terror attack an understandable reason for a rise in "hate crime"?

[The Mayor](#)

No. Hate crime and intolerance causes enormous harm to people and erodes the sense of community and diversity that is one of London's most precious assets.

There is a small minority who seek to divide us and victimise others because they are different, and this minority may feel emboldened at certain times of heightened tension.

It's really important that we stand guard against any rise in hate crimes or abuse by those who might use such heightened tensions, whether it be the referendum last year, or the recent barbaric and cowardly terrorist attacks, as cover to seek to divide us and victimise people for who they are.

Terrorism in London

Question No: 2017/2731

[David Kurten](#)

Is the Mayor also concerned at the huge increase in deaths due to radical Islamist terrorism since 2013, given that there has been a 3500% rise in deaths from radical Islamist terrorism since 2013?

[The Mayor](#)

It has been an extremely difficult few months for our city and for all Londoners. I have made the safety of Londoners my top priority and the fact that recent incidents have clearly been deliberate attacks on innocent Londoners is of course highly concerning.

We must continue to be vigilant to any and all types of extremism, none of which have a place in our city. Just as in Westminster, London Bridge and in Manchester, the attack in Finsbury Park was an attack on us all. Terrorism is terrorism - no matter the target and regardless of the poisonous ideology behind it.

Julian Assange (1)

Question No: 2017/2732

[David Kurten](#)

Now that Sweden has withdrawn its arrest warrant for Julian Assange, will the Metropolitan Police re-assign officers posted to watching the Ecuadorian Embassy to more important duties, such as keeping the public safe from terrorists?

[The Mayor](#)

As you may be aware there is an active warrant issued by Westminster Magistrate Court for failure to appear, and the MPS are obliged to execute it.

The MPS will provide a level of resourcing which is proportionate to that offence.

Julian Assange (2)

Question No: 2017/2733

[David Kurten](#)

Will you lobby the government to overturn the arrest order from the Home Office for a minor breach of bail conditions in June 2012, so that taxpayers money can be spent on more useful policing operations?

[The Mayor](#)

Julian Assange is subject to arrest under the Bail Act, for breach of conditions laid by the High Court.

This is an operational matter for the MPS who are keeping the situation under review.

Julian Assange (3)

Question No: 2017/2734

[David Kurten](#)

Will the Mayor investigate the decision to spend tens of millions of pounds spying and attempting to arrest Julian Assange when this money could have gone to protecting us from terrorism?

[The Mayor](#)

The allegation that the MPS have spent tens of millions of pounds spying on Julian Assange is incorrect.

There is an active warrant issued by Westminster Magistrate Court for failure to appear, and the MPS are obliged to execute it. This is an operational matter for the police who are continuing to review the situation.

Julian Assange (4)

Question No: 2017/2735

[David Kurten](#)

Is the Mayor aware of private police contractors operating in Hans Crescent, Basil Street, and surrounding area of Knightsbridge, are they licenced and what is their exact role?

[The Mayor](#)

The MPS have not engaged any private police contractors operating in the surrounding streets of the Ecuadorian embassy.

Organisations or communities may fund their own security patrols and the MPS will work with personnel in the most appropriate way to prevent and detect crime.

Overseas Investment

Question No: 2017/2738

[Andrew Boff](#)

What was the final cost to the GLA of the report that you commissioned from LSE on overseas investment in the London housing market?

[The Mayor](#)

£31,850 (excluding VAT).

European Charter of Local Self-Government

Question No: 2017/2739

[Andrew Boff](#)

Which parts of the European Charter of Local Self-Government would you like the GLA to reject?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/07/2017

The European Charter of Local Self-Government is an internationally binding treaty, ratified by all the 47 Member States of the Council of Europe, including the UK, that requires that the principle of local self-government be embedded in domestic law or in the Constitution in order to guarantee its effective implementation.

The GLA is not a party to the Charter and any questions about its implementation are in the first instance a matter for the Government.

Tower Blocks

Question No: 2017/2740

[Andrew Boff](#)

Will you announce a moratorium on planning permissions for residential tower blocks?

[The Mayor](#)

I am very much aware of the concerns over tall buildings. As I have already set out to Government, it is imperative that we seek out, learn and act upon all the lessons the Grenfell disaster teaches everyone with responsibility for tall buildings - from those involved in the earliest design stage, through construction, to their ongoing maintenance - in order to prevent anything like this from happening ever again.

Ensuring that tall buildings are designed to be safe is the absolute highest priority. In the right places, and with good design, tall buildings can make a positive contribution to addressing London's housing need as well as in achieving broader objectives such as providing community and business space, in making effective use of transport capacity, and in helping to reduce development pressures on open spaces, industrial land and Green Belt.

Hop on-Hop off buses operating in the West End

Question No: 2017/2741

[Gareth Bacon](#)

In light of the Mayor's policy to reduce air pollution and vehicle overcrowding, particularly in the Oxford Street area, how many hop on-hop off buses ply their trade in London's West End, and can the Mayor provide figures for the number of journeys taken daily by such tourist buses?

[The Mayor](#)

Four companies currently operate hop-on, hop-off tour bus services in the West End. The only part of Oxford Street they use is between Marble Arch and Gloucester Place, in order to travel to Baker Street station.

The combined number of vehicles for these companies is approximately 220. However, not all of these will be in service at the same time and some will be following routes that do not serve the West End.

The number of daily journeys varies, so services are far more frequent on days of peak demand, such as on summer weekends, and significantly less frequent on weekdays during winter. On the routes that serve the West End, there can be up to approximately 460 journeys on the busiest summer days, dropping to fewer than 280 journeys on winter days.

Elizabeth Line

Question No: 2017/2744

[Keith Prince](#)

Given that new Elizabeth Line trains were due to run between Liverpool Street and Shenfield before the end of May and this was delayed to June, and given that Transport for London confirmed this delay to City AM on Tuesday 30th May, why does your answer to question 2017/2255 claim that "the Crossrail programme is on time"?

[The Mayor](#)

The Crossrail programme is 85 per cent complete. The new tunnels and stations through central London and Docklands are on schedule to open as planned in December 2018 as the Elizabeth line.

The first new train went into service on Thursday 22 June and it has been operating regularly since, with positive feedback from TfL Rail passengers. There was a short delay from the intended introduction in late May because the first trains have been undergoing thorough testing, assurance and regulatory approvals before entering passenger service. This will not affect the scheduled opening of the Elizabeth line.

Vision Zero - Bus Deaths

Question No: 2017/2745

[Keith Prince](#)

In the light of our discussion at last month's Mayor's Question Time, will you set a much more aggressive target than 2030 for eliminating bus deaths in London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/07/2017

It is important that road danger reduction targets are both ambitious and realistic, driving radical changes without setting unrealistic expectations. My aim for no one to be killed in, or by, a London bus by 2030 is both. It is based on the most ambitious existing modelling of what is possible and establishes an aim for buses that is some 10 years ahead of my plans to eliminate all deaths and serious injuries from London's streets by 2041. If the Bus Safety Programme identifies opportunities to bring this forward further, these will be explored.

The next step in support of Vision Zero is the ground-breaking new Bus Safety Standard. It will specify safety technology and bus design to be fitted on new vehicles entering the fleet from the end of 2018.

Transport Strategy - Devolution

Question No: 2017/2746

Keith Prince

Much of your Transport Strategy rests on the devolution of powers. If you are unable to persuade the Government to devolve any further powers to you, what impact will that have on your Transport Strategy?

The Mayor

The right range of powers is needed in order to ensure continued investment in the renewal and expansion of the transport system. These powers are essential if we are to deliver the transport network Londoners and visitors deserve: one that is affordable, accessible to all, can cope with a growing population and provides a better quality of life.

There are two areas in particular where I am pushing for additional powers.

The success of London Overground demonstrates that Transport for London (TfL) can significantly improve customer service on suburban rail services when powers are devolved. Without further devolution of suburban rail services to TfL control, the creation of a London suburban metro would be more complicated and take longer to implement. This would slow the rate of progress towards 80 per cent of Londoners' trips being made on foot, by cycle or by using public transport.

Failure to devolve further financial powers would limit TfL's ability to fund transport improvements in a fair, economically efficient way. In particular, failure to devolve Vehicle Excise Duty to TfL would limit its ability to fund investment in strategic roads in London and would mean Londoners are paying into a fund which is invested largely outside the capital.

I will continue to press Government for devolution of the powers London needs.

LIP Funding (1)

Question No: 2017/2747

[Keith Prince](#)

Under the previous Mayor, London's boroughs appreciated that the process for applying for LIP Funding was streamlined and simplified. Will you guarantee that the process will not be changed under your Mayoralty?

[The Mayor](#)

The process by which boroughs apply for and are allocated Local Implementation Plan (LIP) funding will remain streamlined and simple. TfL is working with the London boroughs on ways to improve this process right now, as boroughs prepare their new strategic LIP documents over the coming months.

My draft Transport Strategy sets out the challenges facing London over the years ahead, and an ambitious programme of work that TfL must deliver with the boroughs and other stakeholders to address these. In support of this, TfL is working with the boroughs to ensure the LIP process is not only straightforward, but is also effective in delivering what London needs.

LIP Funding (2)

Question No: 2017/2748

[Keith Prince](#)

If you decide to increase the obligations that accompany LIP funding, will you also increase the overall levels of funding so that boroughs don't face an effective cut?

[The Mayor](#)

Some £1bn has been committed to funding improvements on borough roads over the next five years. Transport for London is working with the London boroughs to ensure that their LIP-funded programmes deliver our shared priorities to improve London's streets, provide a better public transport experience and support good growth in line with the objectives of my draft Transport Strategy.

Paws for Support

Question No: 2017/2749

[Shaun Bailey](#)

In February 2017, I published the report 'Paws for Support - Assistance Dogs for Armed Forces Veterans'. What assessment have you made of the recommendations to support Armed Forces veterans in London in my report?

[The Mayor](#)

The 'Paws for Support' report makes some helpful recommendations. I am always interested in how we could better work with veterans, and my officers are working on a number of areas that are linked to the report's recommendations.

As you know, I was very pleased to stand alongside the Assembly and as a group, promote the Royal British Legion's 'Count Them in' campaign. I have subsequently asked my officers to follow up with the Office of National Statistics to see if any progress has been made on the adoption of the Armed Forces category into the 2021 Census.

Mental health is also key priority for me. I hope that the consultation on my health inequalities strategy later this year builds a better understanding of how to support good physical and mental health among people at higher risk, and there are no doubt many veterans in London in this category.

Team London will be launching, by the end of the year, the 'Forces For Good Project'. 'Forces For Good' will work with Veterans and Early Service Leavers who are unemployed to gain sustained employment, by supporting them to transition into civilian life and civilian jobs through volunteering, mentoring and employability training. This project is funded by ESF and match funded by the GLA.

I am always interested in how we could work better with veterans, and thank for your continued interest in this area.

Armed Forces Covenant

Question No: 2017/2750

[Shaun Bailey](#)

What assessment have you made of how you can work in partnership with the Ministry of Defence, The Royal British Legion, London Councils and other stakeholders to review and improve the delivery of the Armed Forces Covenant across London?

[The Mayor](#)

I hold the deepest respect for and gratitude to the Armed Forces and, with the GLA Group as a whole, will continue to ensure practical support where appropriate, and demonstrable moral support at all times, as signified by flying the Armed Forces Day flag at City Hall.

I also support veteran stakeholders, in particular the Royal British Legion, by annually launching London Poppy Day. Additionally, all of the stakeholders you suggest are of course invited to City Hall's annual Remembrance Service.

Team London will be launching, by the end of the year, the 'Forces For Good Project'. 'Forces For Good' will work with Veterans and Early Service Leavers who are unemployed to gain sustained employment, by supporting them to transition into civilian life and civilian jobs through volunteering, mentoring and employability training. This project is funded by ESF and match funded by the GLA.

Armed Forces Champion

Question No: 2017/2751

[Shaun Bailey](#)

A December 2016 report by the University of Kent titled 'Homeless Veterans in London: Investigating Housing Responsibilities' recommended that every local authority and the Mayor of London should appoint an Armed Forces Champion. Have you appointed an Armed Forces Champion, or do you have plans to appoint one in the future?

[The Mayor](#)

I want to ensure veterans always receive the help with housing that they are entitled to and that they deserve. My team have been in touch with the authors of this report and organisations representing former armed forces personnel about its recommendations, as well as discussing them with London boroughs to discuss the best means of ensuring this is the case, and I hope to be able to report progress in due course.

Count Them In Campaign

Question No: 2017/2752

[Shaun Bailey](#)

Since publicising your support for the Royal British Legion's 'Count Them In' Campaign, what actions have you taken to help raise further support for the campaign?

[The Mayor](#)

I was very pleased to stand alongside the Assembly and as a group, promote the Royal British Legion's 'Count Them in' campaign.

I have asked my officers to follow up with the Office of National Statistics to see if any progress has been made on the adoption of the Armed Forces category into the 2021 Census.

Where relevant, I will continue to promote the importance of veteran data in the up and coming Census.

Armed Forces Veterans rough sleeping

Question No: 2017/2753

[Shaun Bailey](#)

What assessment have made of proposals to include a question on veteran status to the rough sleeper count in Greater London, ensuring that homeless veterans are accurately identified, as is currently done so in Wales?

[The Mayor](#)

The Combined Homelessness and Information Network (CHAIN), which I commission and is the most comprehensive source of information on rough sleepers in London, already identifies those with experience of the armed forces.

Local policing abstractions (1)

Question No: 2017/2754

Steve O'Connell

In the last month, how many police officer shifts were abstracted from each London Borough?

The Mayor

Please see the table below for abstractions for Aid in June.

Barking & Dagenham, Havering, Redbridge (East Area Command Unit)	1011	Hounslow	430
Barnet	516	Kensington & Chelsea	431
Bexley	370	Kingston	350
Brent	503	Lambeth	747
Bromley	601	Lewisham	637
Camden, Islington (Central North Command Unit)	1049	Merton	350
Croydon	572	Newham	632
Ealing	567	Richmond upon Thames	291
Enfield	485	Southwark	612
Greenwich	502	Sutton	294
Hackney	568	Tower Hamlets	579
Hammersmith & Fulham	464	Waltham Forest	520
Haringey	617	Wandsworth	398
Harrow	313	Westminster	1308
Hillingdon	452		

Local policing abstractions (2)

Question No: 2017/2755

[Steve O'Connell](#)

Pursuant to Question 2017/0374, can you please confirm the exact intended launch date of the new system for recording and publishing abstraction data - given indications were that it would be launched during Quarter 1 of this financial year.

[The Mayor](#)

The MPS has agreed a revised deadline of Quarter 3 to produce this abstraction data.

The original delivery date of Quarter 1 was amended due to the need to prioritise other areas of work.

Local policing abstractions (3)

Question No: 2017/2756

[Steve O'Connell](#)

Pursuant to Question 2017/0374, please set out all of the differences between the new system being developed to record and publish abstraction data compared to the previous system which has been decommissioned?

[The Mayor](#)

The old system was based on a system called POSMIS and used Microsoft Access to record resourcing levels; this had to be 'double-keyed' into the database in addition to the Met duties system.

It was no longer technically supported as the server was based at the old New Scotland Yard building. The new system will extract the information from the Met Duties Management system (CARM) and the operational planning system on Sharepoint.

It will, therefore, be more accurate as well as making a productivity saving. This system is technically supported on the MPS servers.

Local policing abstractions (4)

Question No: 2017/2757

[Steve O'Connell](#)

Pursuant to Question 2017/0374, what rationale was used to decommission the old system of recording and publishing abstraction data before the new system was completed and therefore the data available for public consumption?

[The Mayor](#)

MPS Data systems are used for a broad range of purposes for which generating abstraction information is only a small part.

Abstraction data was taken from an operational system for managing public order called POSMIS. This system was antiquated, technically unsupported and on its own servers, and as a result could not be moved from the previous New Scotland Yard building.

A new operational system on Share Point was developed and implemented before POSMIS was decommissioned. A solution to efficiently provide abstraction data from this new operational system has been commissioned.

It would have been an unacceptable operational risk to maintain unsupported, parallel systems solely to produce abstraction data.

Local policing abstractions (5)

Question No: 2017/2758

[Steve O'Connell](#)

Pursuant to Question 2017/0374, will the new system of recording and publishing abstraction data mean that it will now be possible to publish abstraction data at a ward level rather than just a borough level?

[The Mayor](#)

The new system is being developed to draw abstraction data at a borough level.

However, MOPAC will publish abstraction data specifically on the Dedicated Ward Officers (DWOs) as per my commitment to ensure every ward in London has at least two dedicated officers and that these will only be abstracted for major events and emergencies.

Availability of data

Question No: 2017/2759

[Steve O'Connell](#)

What plans does MOPAC and the Metropolitan Police Service have to make recent crime statistics, including offences recorded as "knife crime", more available for public consumption - rather than just yearly London-wide figures?

[The Mayor](#)

My Deputy Mayor for Policing and Crime and I are keen that as much data as possible is made available by MOPAC via the continued publication of our data tools and dashboards.

This will allow users to look at the priorities over time, the areas affected and comparisons across London. The data in this will be both at a rolling year and monthly level and, following the recent launch of the Mayor's knife crime strategy, knife crime is one of the areas of data that will be made available.

Police dog handlers

Question No: 2017/2760

[Steve O'Connell](#)

Please list the number of Metropolitan Police Service dog handlers in each of the last three years.

[The Mayor](#)

Financial Year	Dog Handlers (FTE)
2014/2015	195.20
2015/2016	201.23
2016/2017	185.44

Former Deputy Assistant Commissioner Maxine De Brunner (1)

Question No: 2017/2762

[Tony Arbour](#)

What steps will you be taking following the report conducted by Hertfordshire Police into the conduct of Former Deputy Assistant Commissioner Maxine De Brunner which showed that she should have faced disciplinary proceedings, but was instead allowed to retire by the former Commissioner of the Metropolitan Police?

[The Mayor](#)

The MPS have responsibility for the authorisation of resignation/retirement requests of officers subject to an allegation of Gross Misconduct in which disciplinary proceedings take the form of a misconduct hearing. An officer may not give notice to resign or retire without the consent of the MPS if it is determined that the matter is likely to result in a misconduct hearing

Where it is determined that the conduct of the police officer concerned, if proven, would amount to misconduct and that the form that any disciplinary proceedings would be likely to take would be a misconduct meeting, as opposed to a misconduct hearing then the police officer can give notice to resign or retire without the consent of the appropriate authority.

In the case of DAC De Brunner, it was concluded that had she remained in service with the MPS, she would have had a case to answer for misconduct only and that the form that any disciplinary proceedings would take would be a misconduct meeting, and therefore would have been able to retire without the consent of the MPS. As DAC De Brunner is now retired, no action will be taken and the matter is concluded.

The Police and Crime Bill received Royal Assent in January 2017 introducing a wide range of reforms. The integrity provisions within the Act will amend the current legislation and provide for retired/former officers to participate in formal disciplinary processes. I welcome these reforms that will ensure former police officers can return to face hearings and enable disciplinary proceedings to continue to its conclusion, so that Londoner's can maintain confidence in their police service.

Former Deputy Assistant Commissioner Maxine De Brunner (2)

Question No: 2017/2763

[Tony Arbour](#)

What assurances have you had from the new Commissioner of the Metropolitan Police Service that she will not authorise the resignation of senior police officers if they are under investigation for potential misconduct?

[The Mayor](#)

The MPS have responsibility for the authorisation of resignation/retirement requests of officers subject to an allegation of Gross Misconduct in which disciplinary proceedings take the form of a misconduct hearing.

Where it is determined that the conduct of the police officer concerned, if proven, would amount to misconduct and that the form that any disciplinary proceedings would be likely to take would be a misconduct meeting, as opposed to a misconduct hearing then the police officer can give notice to resign or retire without the consent of the appropriate authority.

In the case of DAC De Brunner, it was concluded that had she remained in service with the MPS, she would have had a case to answer for misconduct only and that the form that any disciplinary proceedings would take would be a misconduct meeting, and therefore would have been able to retire without the consent of the MPS. As DAC De Brunner is now retired, no action will be taken and the matter is concluded.

The Police and Crime Act within its integrity provisions will amend the current legislation and provide for retired/former officers to participate in formal disciplinary processes. I welcome these reforms that will ensure former police officers can return to face hearings and enable disciplinary proceedings to continue to its conclusion, so that Londoner's can maintain confidence in their police service.

Former Deputy Assistant Commissioner Maxine De Brunner (3)

Question No: 2017/2764

[Tony Arbour](#)

Will you take steps to publish, even in a redacted format, the full report conducted by Hertfordshire Police into the alleged misconduct of Former Deputy Assistant Commissioner Maxine De Brunner?

[The Mayor](#)

The investigation concluded that had DAC De Brunner remained in service with the MPS, she would have had a case to answer for misconduct only.

In accordance with standard MPS policy and procedure, the report will not be published in any form. All relevant parties have been updated regarding the outcome and the matter is concluded.

London Bridge Attack Inquests

Question No: 2017/2765

[Tony Arbour](#)

It has been reported that the details related to the opening of the inquests at 09:30 on Tuesday 27 June 2017 into the deaths of the three London Bridge terror attackers was not shared with the media, which led to it going almost entirely unreported until an audio recording was released. It was also reported that the Metropolitan Police Service didn't issue a press release related to the inquests until 18:01, which announced that the inquests had begun. What steps will you be taking to ensure the Metropolitan Police Service inform the press and the public in a timely fashion of future such events?

[The Mayor](#)

It is for the Coroner, who is responsible for the inquest, to inform the media when inquests are due to open. This process is separate to and independent of the MPS. Individual coroners are provided communication support by local authorities, and centrally by the Ministry of Justice.

The MPS issued a statement after the inquests of the three London Bridge attackers had opened and adjourned to confirm that a senior officer had presented evidence to the Coroner.

Metropolitan Police Service use of Drones (1)

Question No: 2017/2766

[Tony Arbour](#)

How many Metropolitan Police Service officers and staff are currently trained and authorised to use drones as part of their work?

[The Mayor](#)

In total there are 23 people trained and qualified under the Civil Aviation Authority National Qualified Entity scheme. This includes 7 members of police staff in SCO4 Forensic Science Services and 16 police officers in SCO19 Specialist Firearms Command.

Metropolitan Police Service use of Drones (2)

Question No: 2017/2767

[Tony Arbour](#)

On how many occasions, in each of the last three years, has the Metropolitan Police Service deployed drones operationally and in what situations have they been deployed?

[The Mayor](#)

To date there have been 24 deployments. The drone is used by SCO4 Forensic Science Services to photograph crime scenes. SCO4 have approval from the Civil Aviation Authority to fly the drone, but it has to be over controlled ground, such as a cordoned scene and there are limitations as to proximity of buildings and road.

Water cannon training (1)

Question No: 2017/2768

[Tony Arbour](#)

In each of the last three years, how many Metropolitan Police Service officers have been trained to use, or in tactics related to, water cannon?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Water cannon training (2)

Question No: 2017/2769

[Tony Arbour](#)

In each of the last three years, how many non-Metropolitan Police Service police officers have been trained to use, or in tactics related to, water cannon - preferably broken down by the police force of which they are employed?

[The Mayor](#)

In 2015, 50 British Transport Police and 25 City of London Police level 2 shield trained officers were trained in tactics relating to the use of water cannon for Northern Ireland in case they were required for mutual aid to PSNI.

In 2017, 25 British Transport Police and 25 City of London Police level 2 shield trained officers were given a Power Point introductory lesson in the use of the water cannon for Northern Ireland in case they were required for mutual aid to PSNI.

Water cannon training (3)

Question No: 2017/2770

[Tony Arbour](#)

In each of the last three years, how many Metropolitan Police Service officers have visited Northern Ireland in order to be trained in the use of, or tactics related to the use of, water cannon?

[The Mayor](#)

In 2014, six officers from SCO22 POTC were trained in the use of the water cannon by the PSNI in Northern Ireland. This was at the request of PSNI to be able to provide mutual aid if required.

Firearms officer transfers (1)

Question No: 2017/2771

[Tony Arbour](#)

In each month of the last three years, how many authorised firearms officers have transferred to the Metropolitan Police Service from other police forces, broken down by the police force from which they transferred?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Firearms officer transfers (2)

Question No: 2017/2772

[Tony Arbour](#)

In each month of the last three years, how many authorised firearms officers have transferred from the Metropolitan Police Service to other police forces, broken down by the police force from which they transferred?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Detective transfers (1)

Question No: 2017/2773

[Tony Arbour](#)

In each month of the last three years, how many warranted police detectives have transferred to the Metropolitan Police Service from other police forces, broken down by the police force from which they transferred?

[The Mayor](#)

Please see the spreadsheet attached as Appendix 2773.

Detective transfers (2)

Question No: 2017/2774

[Tony Arbour](#)

In each month of the last three years, how many warranted police detectives have transferred from the Metropolitan Police Service to other police forces, listed by the police force from which they transferred?

[The Mayor](#)

Please see the spreadsheet attached as Appendix 2.

Controlled explosions (1)

Question No: 2017/2775

[Tony Arbour](#)

In each of the last three years, preferably broken down by month, how many controlled explosions has the Metropolitan Police Service conducted?

[The Mayor](#)

Please find attached as Appendix 3 details of controlled explosions conducted by the MPS over the past three years.

Controlled explosions (2)

Question No: 2017/2776

[Tony Arbour](#)

In each of the last three years, preferably broken down by month, how much compensation has the Metropolitan Police Service paid related to controlled explosions?

[The Mayor](#)

I can confirm that the MPS has paid zero compensation related to controlled explosions.

Homes for Londoners

Question No: 2017/2777

[Tony Devenish](#)

On page 15 of your Mayor's Report for the period 9 March - 8 June, you state that remaining funding available for Homes for Londoners "is likely to be lower than initially expected". Could you please clarify and advise the consequences of this, good and bad, with projected financial figures and housing units?

[The Mayor](#)

The fact that remaining funding is likely to be lower than initially expected is good insofar as it arises from organisations being ambitious with their bids. A profile for delivery and spend will be released shortly, following assessment of successful bids.

Notting Hill Carnival Site-Wide Crowd Dynamics Study (1)

Question No: 2017/2778

[Tony Devenish](#)

What steps will you, MOPAC and the Metropolitan Police Service be taking following the publication of the Notting Hill Carnival Site-Wide Crowd Dynamics Study?

[The Mayor](#)

Operational leads from the Notting Hill Strategic Partners Group are working with the Notting Hill Carnival Enterprise Trust and their event management company to implement the recommendations made in the Crowd Dynamics Study.

There will be a number of important changes implemented to Carnival this year, including the reduction in the number of sound systems, fewer and smaller vehicles on the Carnival route, improved communications and signage and an earlier start and finish time on the procession.

Notting Hill Carnival Site-Wide Crowd Dynamics Study (2)

Question No: 2017/2779

[Tony Devenish](#)

What impact will the recently released Notting Hill Carnival Site-Wide Crowd Dynamics Study have on planning and preparation for the 2018 Notting Hill Carnival given its publication comes to close to the carnival taking place?

[The Mayor](#)

The Notting Hill Strategic Partners Group supports the recommendations made in the study and operational leads will be taking them forward to deliver as many as possible for this year's Carnival to keep it safe and secure. Changes include a reduction in the number of sound systems, fewer and smaller vehicles on the Carnival route and an earlier start and finish time for the procession.

The Strategic Partners Group were able to work with Movement Strategies during the creation of their reports and so had the benefit of their insight whilst in the planning stages. They will continue to work together to plan and prepare for the 2018 Carnival and it is anticipated that further changes will be made to improve the safety of Carnival, reflecting outstanding study.

Notting Hill Carnival Site-Wide Crowd Dynamics Study (3)

Question No: 2017/2780

[Tony Devenish](#)

Exactly how many drafts of the Notting Hill Carnival Site-Wide Crowd Dynamics Study were provided to you, MOPAC and the Metropolitan Police Service before the final version of published and on what exact dates were they provided?

[The Mayor](#)

As Movement Strategies completed their work the recommendations were tested for practicality with operational leads. Interim updates on their work were provided to the Strategic Partners Group so that they could consider emerging findings as part of their operational planning. Formal drafts were not submitted for comment.

Notting Hill Carnival Site-Wide Crowd Dynamics Study (4)

Question No: 2017/2781

[Tony Devenish](#)

On exactly what date was the Notting Hill Carnival Site-Wide Crowd Dynamics Study made available to you, MOPAC and the Metropolitan Police Service?

[The Mayor](#)

The final documents were received in mid-April and the content was shared with operational planners to incorporate in their planning. Following this they went through a process of redaction before the site wide study and data book were published after the pre-election period.

Notting Hill Carnival Site-Wide Crowd Dynamics Study (5)

Question No: 2017/2782

[Tony Devenish](#)

What has the total cost of producing the Notting Hill Carnival Site-Wide Crowd Dynamics Study been?

[The Mayor](#)

The total cost was £53,794.

Notting Hill Carnival Site-Wide Crowd Dynamics Study (6)

Question No: 2017/2783

[Tony Devenish](#)

The version of the Notting Hill Carnival Site-Wide Crowd Dynamics Study published online is redacted, please provide a list of all those individuals and organisations who have been provided with an un-redacted copy.

[The Mayor](#)

Unredacted versions of the reports and drill-down studies have been made available to operational partners on a confidential basis. An offer has been made to brief the Police and Crime Committee in a closed session on the content of these reports.

Notting Hill Carnival Site-Wide Crowd Dynamics Study (7)

Question No: 2017/2784

[Tony Devenish](#)

Why was a decision taken to publish the Notting Hill Carnival Site-Wide Crowd Dynamics Study on a pre-existing webpage on London.gov.uk and not press release that it had been published?

[The Mayor](#)

The Crowd Dynamics Study was published on the Notting Hill Carnival Strategic Partners Group webpage, which is hosted by MOPAC as the chair of the group, as it was commissioned by the Group and continues to relate directly to its work.

A press release was not issued as mayoral communications at the time of publication needed to focus on the tragic fire in Grenfell Tower. My Deputy Mayor for Policing and Crime wrote to the Chair of the Police and Crime Committee with redacted copies of the reports. Key stakeholders are continuing to receive detailed briefings on the Study.

Moped-enabled crime

Question No: 2017/2785

[Tony Devenish](#)

How are you supporting the Metropolitan Police Service to combat thefts of mopeds and moped-enabled crime?

[The Mayor](#)

I have exchanged correspondence with the Chief Executive of the Motorcycle Industry Association (MCIA) on this issue. MOPAC has had several follow up meetings with the MCIA to further discussions on how best to promote crime prevention messaging with target vehicle owners. The potential of several proposals are now being explored by MOPAC officers, including the addition of messaging on DVLA reminders.

MOPAC is also working with Secure by Design (SBD) - a group of national police projects - to identify ways to reduce moped theft through innovative physical security design. SBD will work with industry to implement findings.

Jon Snow's language

Question No: 2017/2786

[Tony Devenish](#)

Will the Mayor join calls for London-based Channel 4 News to sanction Jon Snow for his reportedly biased language during the recent Glastonbury Festival?

[The Mayor](#)

This is not a matter for the Mayor of London. You should direct your complaint to Ofcom.

Safer Junctions Programme

Question No: 2017/2789

[Caroline Russell](#)

By prioritising junctions based on killed and seriously injured (KSI) data, this programme neglects junctions so intimidating that pedestrians, cyclists and motorcyclists avoid them in the first place. What are you doing to address these locations?

[The Mayor](#)

The Safer Junctions programme uses KSI data to identify the junctions across London with the poorest current safety record - those where people have been killed and seriously injured - to identify those which are in most need of priority improvement.

This does not mean that other locations that are too dominated by vehicles, and which pedestrians and cyclists avoid, will not be tackled. My Healthy Streets Approach, set out in my draft Transport Strategy and in Healthy Streets for London, will address locations that are intimidating to those wishing to walk or cycle.

The Strategic Cycling Analysis will help guide future investment to unlock suppressed demand for walking and cycling. Our well-resourced programmes - including Liveable Neighbourhoods, Superhighways and Quietways - will all contribute to making junctions safer for walking and cycling.

Safer Junctions Programme - outer London

Question No: 2017/2790

[Caroline Russell](#)

The following outer London junctions featured on the previous Mayor's list of 100 Better Junctions, but do not feature in your new Safer Junctions programme. Please explain what action Transport for London (TfL) has taken at each location to improve safety since Better Junctions was launched, and why they have been dropped from your main programme of junction reviews?

Hounslow

1. Apex Corner / Hampton Road West
2. Great West Road / Shield Drive
3. Great West Road / Chiswick High Road
4. Kew Bridge / Spring Grove / Key Bridge Road

Bromley

5. Bromley Common / Oakley Road

Merton

6. Collier's Wood High Street / Christchurch Road

Enfield

7. Great Cambridge Road / Hoe Lane
8. Great Cambridge Road / White Hart Lane

Kingston-upon-Thames

9. Hook Road / Bridge Road

Richmond-upon-Thames

10. London Road Roundabout (Chertsey Road / London Road)

11. Upper Richmond Road West / Sheen Lane

Greenwich

12. Shooters Hill / Stratheden Road

Haringey

13. Tottenham Hale Gyratory

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/07/2017

Rapid charging points for electric vehicles

Question No: 2017/2791

[Caroline Russell](#)

In your response to my question 2017/0487 you said that by January 2018 your aim was to have at least 70 rapid charging points for electric vehicles fully operational. What are your current projections for fully operational charging points and how many of these will be dedicated for taxis? Can you provide location details, broken down by borough and indicating which are for taxis?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

I am committed to delivering rapid charging infrastructure to support the introduction of new licensing requirements for zero emission capable taxis in January. We are making a substantial investment of £18 million to unlock potential sites and has appointed five suppliers to fund, maintain, operate and install the network.

TfL has been working closely with the London boroughs and private land owners to identify suitable sites across London for rapid charge points. A large number of sites have been proposed including locations on the borough and TfL road networks and off-street sites on TfL, borough and private land. As all of these sites are subject to feasibility assessments, town planning and new electricity connectivity, it is very difficult to forecast precisely which sites will become operational in what order. TfL will publicise the locations of rapid charge points across London as soon as the town planning processes have been completed for each site.

Taxi drivers will be able to use all of the new rapid charge points although there will be a proportion dedicated to taxis at locations accessible only to taxis such as rest ranks.

Engine idling

Question No: 2017/2792

[Caroline Russell](#)

In response to question 2016/4055 you said that the "current regulations do not allow for effective enforcement against idling, because they require the enforcement officer to provide advance warning to the driver and even after that the fine is only £20. Boroughs have found that enforcement is therefore ineffective..." What is the Government's response to your call for "stronger enforcement powers for local authorities"?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

Enforcement powers to tackle engine idling are inadequate and we need to address this but enforcement alone will not change behaviour. There needs to be a combination of education, engagement and enforcement and agencies working together. That is why TfL is seeking to engage positively with drivers through an engine idling campaign funded by my Air Quality Fund.

I have called on Government to provide additional support, powers and regulation to improve air quality. Stronger idling enforcement powers for Local Authorities will be included in the list of requests that we put to them, which also include a request for TfL to be given the power to issue penalties for idling, which they don't currently have.

Engine idling - Midland Road taxi rank

Question No: 2017/2793

[Caroline Russell](#)

A constituent has witnessed repeated incidents of black taxis leaving their engines running while queuing at the Midland Road pick-up rank to the west of St Pancras International station. Will you ask Transport for London (TfL) compliance officers to work closely with the local authority in Camden to reduce this problem?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

TfL is supporting my work to improve air quality by tackling engine idling through education and engagement at the roadside. TfL compliance officers and enforcement teams work with volunteers and other stakeholders to deliver this activity at identified hotspot locations to raise awareness of the consequences of engine idling.

TfL officers regularly attend the taxi rank at St Pancras International Station to ensure compliance with all relevant taxi and private hire legislation and will directly engage with any drivers found to be idling, working closely with the London Borough of Camden. TfL does not currently have the power to take enforcement action against the drivers of idling vehicles but is exploring a series of options with a view to giving on-street officers the ability to do so.

TfL recognises that efforts to change behaviour are more effective when agencies work together using a combination of education, engagement and enforcement. Joint working is particularly important due to the different powers and resources available to different partners.

London City Airport - noise complaints

Question No: 2017/2794

[Caroline Russell](#)

According to London City Airport's statistics, presented to its Consultative Committee, since City Airport introduced concentrated flight paths, noise complaints from residents have increased four-fold in 2016, compared with the previous year. Will you press London City Airport to review their concentrated flight paths and clarify the steps they are taking to guarantee communities a break from aviation noise?

[The Mayor](#)

It is clear that the concentrated flight paths introduced by London City Airport are not working.

Valerie Shawcross, my Deputy Mayor for Transport, met with London City Airport to raise these concerns with the Airport directly and press them on steps they can take. As part of the statutory airspace process, the Civil Aviation Authority (CAA) is scheduled to undertake a review of the changes this year.

We will continue to raise the issue with London City Airport. We also continue to make the case to the CAA that there must be a fairer distribution of flightpaths that will address the severe noise impacts.

Exhibition space in London

Question No: 2017/2795

[Caroline Russell](#)

According to the Association of Event Organisers, 30 per cent of London's exhibition space was lost as a result of the demolition of Earl's Court 1 and 2. Will your new draft London Plan contain policies that support new exhibition space for London?

[The Mayor](#)

I am committed to supporting and protecting London's exhibition spaces which benefit Londoners, visitors and businesses.

My new draft London Plan will include policies for the Central Activities Zone and town centres which support the development of business and leisure uses. The draft Visitor Infrastructure policy is aimed at strengthening London's visitor economy which includes uses such as exhibition space.

Security barriers on Blackfriars Bridge

Question No: 2017/2796

[Caroline Russell](#)

I have received reports of significant bottlenecks of pedestrians and cyclists developing at the north end of Blackfriars Bridge as a result of the recently-installed security barriers. Will you ask Transport for London (TfL) and the Metropolitan Police Service to adjust the barriers so that security is maintained but congestion eased?

[The Mayor](#)

I recognise that the barriers the MPS have installed to increase security have affected cyclists and pedestrians who use London's bridges.

The Walking and Cycling Commissioner, Dr Will Norman, is working with TfL, the MPS and local councils, among others, to deliver short-term improvements that maintain the safety and security of all road users, as well as longer-term solutions.

I am pleased to confirm that additional space through the barriers has now been created for cyclists using the Cycle Superhighway at Blackfriars Bridge. We continue to keep all measures under review.

Security barriers on London bridges (1)

Question No: 2017/2797

[Caroline Russell](#)

At how many locations have security barriers now been installed and are there plans to install them anywhere else?

[The Mayor](#)

Please see my response to [MQ 2017/2798](#).

Security barriers on London bridges (2)

Question No: 2017/2798

[Caroline Russell](#)

For how long will the security barriers installed on London bridges remain in place?

[The Mayor](#)

Hostile vehicle mitigation (HVM) has been installed on the eight bridges in central London: Blackfriars, Lambeth, London, Tower, Southwark, Vauxhall, Waterloo and Westminster. Current deployments will remain in place for the foreseeable future and authorities are considering suitable longer term solutions.

Diamond Jubilee Bridge

Question No: 2017/2799

[Caroline Russell](#)

I am pleased that you referred to plans for this bridge on page 218 of your draft transport strategy. Please provide an update on work undertaken by Transport for London (TfL) and Wandsworth Council to progress the project?

[The Mayor](#)

I believe this bridge would be a welcome addition to the area.

My draft Transport Strategy recognises the importance of new walking and cycling crossings in central and inner London which can help to connect local communities, encourage healthier lifestyles and support growth.

This scheme is being led by the London Borough of Wandsworth, and I have offered TfL's expertise to assist them including, most recently, a review of costs and cycling demand. This was provided to the London Borough of Wandsworth in December last year.

Letting agent fees ban consultation

Question No: 2017/2800

[Sian Berry](#)

The Government opened a consultation on a ban on letting agent fees being charged to tenants on 7 April 2017. Did you respond to the government consultation and did your response support the ban? What evidence have you seen on the effects of letting fees on renters in London?

[The Mayor](#)

I responded to the consultation in support of the ban and I have been one of a coalition of voices calling for letting agent fees to be banned, and I am pleased that a bill to take this forward was included in the recent Queen's Speech.

One of my team will send you the GLA's response to Government's consultation for your information so that you can see full details of the evidence submitted.

Government Community Housing Fund grants to councils

Question No: 2017/2801

[Sian Berry](#)

What are you doing to help councils best use the Community Housing Fund grants provided by the Government, including helping them to better coordinate their work on this topic?

[The Mayor](#)

In February 2017 I invited all London Boroughs to a roundtable about the Community Housing Fund to enable conversation and collaboration between them. The forthcoming London Community-Led Housing Hub, which I am funding, will provide future opportunities for all parties interested in community-led housing to continue the conversation and to collaborate.

Housing Zones and demolition

Question No: 2017/2802

[Sian Berry](#)

Thank you for your response to my question 2016/4599. How many social rented properties have been, or are planned to be, demolished in your housing zones? Please provide a total and the number per zone and development project.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

Numbers regarding the demolition or planned demolition of social rented homes are available for the following housing zones or projects:

Poplar Riverside, LB Tower Hamlets: Blackwall Reach - 217; Aberfeldy & Crisp - 335.

Barking Town Centre, LBBD: Gascoigne Estate - 96.

Lambeth, LB Lambeth: across various sites/estates - 203.

Plumstead and Abbey Wood & South Thamesmead, LB Bexley & RB Greenwich:
Thamesmead - 202.

Kingston, RB Kingston: Cambridge Road Estate - 654.

Romford, LB Havering: Waterloo Estate - 237.

In all the above projects, there is no net loss (measured in units or habitable rooms) of social rented homes.

Rent controls for London

Question No: 2017/2803

[Sian Berry](#)

The Labour Party's 2017 General Election manifesto recognised that many private renters face insecurity and promised to introduce controls on rent rises. Although your party is not currently in Government do you support this policy to curb rent rises in London?

[The Mayor](#)

I want to improve stability for tenants, including through encouraging longer tenancies with predictable rent rises.

Homelessness and rough sleeping among non-UK EU nationals (1)

Question No: 2017/2804

[Sian Berry](#)

Have you done any work to analyse the number of non-UK EU nationals and other migrants who are sleeping rough or who have received assistance from homelessness charities. Have you analysed any changes in these numbers before and after the Brexit vote?

[The Mayor](#)

The Combined Homelessness and Information Network (CHAIN), which I commission, shows that the number of non-UK EU national rough sleepers was lower in 2016/17 than the previous year. The number of migrants from non-EU countries remained relatively static over the same period.

Homelessness and rough sleeping among non-UK EU nationals (2)

Question No: 2017/2805

[Sian Berry](#)

What work are you doing to address the problems faced by non-UK EU nationals and other migrants who may be sleeping rough or facing homelessness?

[The Mayor](#)

A key service I commission specifically to work with vulnerable non-UK nationals sleeping rough in London to assist them to find the best route off the streets is Routes Home. For vulnerable EU nationals not entitled to benefits in the UK, this service may offer assistance to help them find a safe way back to their home country, accessing services available there. For those who are ready and able to work, Routes Home will assist them so that they can sustain a life in London.

The service also works with vulnerable non-EU nationals sleeping rough, many of whom are homeless due to their uncertain immigration status. In some of these cases, Routes Home will provide a safe bed-space, while specialist immigration advisers work to resolve their immigration status.

Deportation of rough sleepers - Crisis lodges formal complaint

Question No: 2017/2806

[Sian Berry](#)

The homeless charity Crisis via FEANTSA (European Federation of National Organisations working with the Homeless) has lodged a formal complaint with the EU regarding the UK's policy of detaining rough sleepers from the European Economic Area and sending them back to their country of origin. Do you support this complaint?

[The Mayor](#)

I strongly oppose this policy and we must try to ensure that EU nationals can access independent advice when the Home Office identifies them as abusing their EU treaty rights.

Cuts to City of London Police - effect on MPS work on financial crime

Question No: 2017/2807

[Sian Berry](#)

How will the City of London Police budget cuts that have been reported recently to have allowed money launderers to 'slip through the net' [for example <http://www.cityam.com/264957/money-laundering-slipping-through-net-because-cuts>] affected the Metropolitan Police Service's work to combat money laundering and fraud?

[The Mayor](#)

The MPS continues to work in partnership with other agencies (NCA, BBA, HMRC, CPS & others) to ensure money laundering is investigated, those committing it actively pursued, orders settled, or default sentences activated.

The Criminal Finances Act, when implemented later in the year, will provide the Met with extra powers to target money launderers which they will continue to do. Therefore, the cuts to the CoLP should not affect their ability to tackle money laundering but I will of course continue to review the situation.

Domestic abuse within same sex relationships

Question No: 2017/2808

[Sian Berry](#)

How many reports of domestic abuse within same sex relationships have been recorded by the Metropolitan Police Service in each of the years since 2006? How does this compare in terms of numbers and on a population basis with Manchester and the data collected by the Greater Manchester Police?

[The Mayor](#)

The spreadsheet attached as Appendix 4 provides a detailed breakdown of the reports of domestic abuse within same sex relationships recorded by the MPS. This indicates that there has been a significant increase in the number of offences recorded by the MPS since 2006.

The MPS does not have access to data collected by the Greater Manchester Police.

Categories for recording domestic abuse crimes

Question No: 2017/2809

[Sian Berry](#)

How many different categories does the Metropolitan Police Service use when recording crimes within the area of domestic abuse, what are these categories, and are you planning to review them?

[The Mayor](#)

The MPS use the cross governmental definition of domestic abuse whereby any threatening behaviour, violence or abuse (psychological, physical, sexual, financial or emotional) between adults, aged 16 and over, who are or have been intimate partners or family member, regardless of gender and sexuality.

The crime classification categories which domestic abuse offences may appear are wide ranging. For example in the last year, notifiable offences flagged as domestic abuse included crime within all major crime categories (Violence against the Person, Sexual offences, Drugs, Robbery, Burglary, Criminal Damage and Theft & Handling).

There are no plans to review these as this allows the identification of a wide range of types of domestic abuse, as defined by the cross governmental definition, and ensures that none are excluded and thereby not dealt with as domestic abuse.

Corporate monitoring of local campaigners

Question No: 2017/2810

[Sian Berry](#)

In March 2016 the previous Mayor declined to say whether he was supporting the monitoring of local campaigners that Transport for London's Earls Court partners CapCo had reported in their annual accounts (MQ 2016/1008). Does this monitoring continue under your Mayoralty and what is your opinion on whether GLA development partners should be monitoring the activities of local residents who oppose their plans?

[The Mayor](#)

Officers are drafting a response which would be sent shortly.

Name-blind recruitment review

Question No: 2017/2811

[Sian Berry](#)

Thank you for your response to my question 2017/2114. When do you intend to complete the review of the impact of name-blind recruitment within the GLA group?

[The Mayor](#)

The GLA introduced name blind recruitment in December 2016 and we will conduct a review of its impact in the autumn 2018.

The review will be based on workforce report equalities data to assess if there are improvements from application to shortlisting.

Name-blind recruitment and your Business Compact

Question No: 2017/2812

[Sian Berry](#)

Thank you for your response to my question 2017/2114. Will the use of name-blind recruitment be included in your 'Business Compact' set of recommended standards for employers? If you don't plan to include it initially, will it be considered for inclusion after the results of your review of the impact of name-blind recruitment within the GLA group is complete?

[The Mayor](#)

On 4th July, I initiated a consultation on the Good Work Standard.

The Good Work Standard (formerly known as the business compact) presents a new opportunity to create a city-wide approach to shaping the future of its workforce and responding to the challenges this presents. I believe it will help to make London a great place to work and promote the kinds of employment practices that will help to make this vision a reality, such as fair pay and the London Living Wage, excellent working conditions and diversity in the workplace.

It is important that the development of the Good Work Standard is informed through consultation and that is why I am seeking views from a range of stakeholders to make sure that we are focussed on the right goals and objectives.

The Good Work Standard is likely to include a pledge to encourage diversity in the workplace. However, the detail of this will be informed by the consultation responses and further discussions with stakeholders.

As indicated in my response to MQ 2017/2114, I will be reviewing the impact of introducing name-blind recruitment within the GLA. If this review demonstrates positive outcomes, I will look at how I can best influence other employers to adopt the policy and whether it should form part of the measures included in the Good Work Standard.

Met Police Business Plan 2017-2018 (1)

Question No: 2017/2813

[Caroline Pidgeon](#)

The Met state that they will introduce a new service to safeguard vulnerable children. What is the estimated funding available for this service? How many staff will the service consist of? What is the timescale for the creation of this unit?

[The Mayor](#)

The MPS are indeed establishing a new service which will provide a single point of referral for vulnerable children (and adults) at risk of abuse, sexual exploitation or radicalisation.

This new service is currently being tested alongside other changes to the delivery of local policing within the two pathfinders in East and North London. Until the pathfinders have been evaluated it is not possible to provide the detail on funding, resourcing and timetable for full delivery of the new service.

Met Police Business Plan 2017-2018 (2)

Question No: 2017/2814

[Caroline Pidgeon](#)

The Met state that they have rolled out Body Worn Video cameras across 19 boroughs. What is the timeframe for the cameras to be rolled out across all of London's boroughs?

[The Mayor](#)

It is the MPS intention to have rolled out BWV to all TP boroughs by the end of August 2017.

Tube air quality

Question No: 2017/2815

[Caroline Pidgeon](#)

Please outline the timeframe in place for the roll out of vacuums and magnets to improve air quality on the tube network.

[The Mayor](#)

I recently announced a new plan to improve air quality on the Tube. As part of this, TfL is using industrial vacuum cleaners and magnetic wands in an enhanced cleaning regime at nearly 50 stations and in five tunnel sections.

I am pleased to say this work began in June 2017 and will be completed by late July 2017. Vacuums and magnets have been part of TfL's cleaning strategy for a number of years and will continue to be used as part of a new long-term cleaning programme informed by the results of air quality monitoring at these locations.

Knife Crime Strategy - Safer Schools Officers

Question No: 2017/2816

[Caroline Pidgeon](#)

In your knife crime strategy you committed to increasing the number of Safer Schools Officers, which currently number approximately 300. How many more Safer Schools Officers are needed? And what is the timeframe during which they will be installed?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/07/2017

My Knife Crime Strategy outlines the vital role Safer Schools Officers play in making London's schools safer places to learn and grow up, providing a trusted link between young people, teachers and policing. We currently have almost 300 Safer Schools Officers across London, some of whom are working in London's Pupil Referral Units. We have committed to increasing the number of Safer Schools Officers, ensuring that every school has access to one.

Knife Crime Strategy - costings

Question No: 2017/2817

[Caroline Pidgeon](#)

Please set out the cost of the initiatives that you have outlined in your knife crime strategy for the years 2017-2021, and which budgets will be used to pay for them.

[The Mayor](#)

£625,000 of funding has been dedicated to the delivery of the Knife Crime Strategy Commitments in the first year, 2017/18.

This funding will support the provision of community seed funding, the development and delivery of the prevention media campaign and tools/training to support knife crime prevention activities.

£250,000 of this funding has been allocated from the London Assembly underspend and the remainder has come from existing MOPAC budgets.

Budget allocation for future years will be determined at a later stage via existing budget setting processes in the autumn.

Redthread funding (1)

Question No: 2017/2818

[Caroline Pidgeon](#)

What is the level of funding that MOPAC provided to Redthread for the years 2013-2016?

[The Mayor](#)

MOPAC has funded Redthread at a value of £960,275 between April 2014 and March 2017.

Redthread funding (2)

Question No: 2017/2819

[Caroline Pidgeon](#)

What is the level of funding that MOPAC provided to Redthread for the years 2017-2021?

[The Mayor](#)

In financial year 2017-18 MOPAC is funding Redthread £300,000.

The Police and Crime Plan commits to continue to support youth workers and Independent Domestic Violence Advocates in Major Trauma centres, extending the programmes to key A&E departments in boroughs that have high levels of knife crime. For future financial years budgets will be confirmed in published decisions.

London Overground Boxing Day services

Question No: 2017/2820

[Caroline Pidgeon](#)

In my response to Question No: 2017/2374 you stated that TfL and ARL are working with Network Rail to determine which Overground routes will be able to run on Boxing Day. When will a decision be made?

[The Mayor](#)

TfL expects to be able to confirm the plan for London Overground Boxing Day services in September.

Garden Bridge finances

Question No: 2017/2821

Caroline Pidgeon

The Garden Bridge Trust state that, of the £60m of public funding committed to the project, £20m is repayable as a loan to Transport for London. What is the timeframe for this money to be repaid?

The Mayor

The terms of TfL's Loan Facility Agreement with the Garden Bridge Trust are available online at <https://tfl.gov.uk/corporate/publications-and-reports/temple-footbridge>.

The funding documents available on the TfL website show the schedule of grant and loan payments to the Garden Bridge Trust. Approximately £37m of the total £60m public sector commitment has been provided to the project, under this schedule. The Garden Bridge Trust is not required to make any repayments as they have not received any payments under the Loan Facility Agreement. No grant payments have been made to the Garden Bridge Trust since March 2016.

Assaults at licensed premises

Question No: 2017/2822

[Caroline Pidgeon](#)

Met figures show that there has been a 42 per cent increase in sexual assaults committed in London's licensed premises. What action is being taken to tackle this issue?

[The Mayor](#)

I am determined to take a strong stand against all types of violence against women and girls.

Reports of domestic abuse, rape and sexual offences are increasing and the true extent of violence against women and girls in London is still not known as it is chronically under-reported.

However, it is vital that we do not allow assumptions about increases in reporting to mask actual increases in offending, or in the severity of offending.

What matters is how we address all violence against women and girls. My Police and Crime Plan will do this in a number of ways, including changing the way we set priorities so that more attention is paid to complex, high-harm crimes like sexual offences.

We will be refreshing London's VAWG Strategy. This will ensure that we take meaningful action to reduce violence against women and girls, improve the support for survivors and target offenders.

As the new Strategy is developed, we will ensure we commission services that will tackle the most need and are able to adapt to emerging thinking about how best to do this.

In addition, we will continue to work with the police and others to develop projects like 'Ask Angela' and a video and training package designed to help venues protect women and spot trouble before it starts.

My Night Czar will be holding a Women's Safety at Night Summit which will also look at the issue of keeping women safe in all sections of the Night Time Economy.

Digital policing costs

Question No: 2017/2823

[Caroline Pidgeon](#)

In your response to my question MQ 2017/2362 you shared information about total digital policing costs. Please break this down into the costs for each of the specific ICT projects present in the MPS capital programme 2017-18.

[The Mayor](#)

MPS sets a long term strategic plan for its capital programme and therefore the latest publicly available information we have is as provided in MQ 2017/2362.

TfL engagement with local schools (1)

Question No: 2017/2824

Caroline Pidgeon

What resources do TfL allocate towards engagement with schools along TfL red roads?

The Mayor

TfL works closely with the 33 London boroughs and all 3,300 London schools on a range of programmes involving with young people. Six per cent of these schools are within 50m of the red routes.

Travel to and from school accounts for 45 per cent of all journeys made by children, so building active travel into the school run is an important way of improving the health of young Londoners and reducing the health inequalities. TfL encourages young people to choose active, safe and responsible travel, and promotes career opportunities in the transport industry. More details are available in TfL's Delivery Plan for Schools and Young People at: www.tfl.gov.uk/schoolsandyoungpeople.

Schools are included in all relevant consultations on changes to the transport network such as bus routes. TfL makes sure that they are provided with specific travel advice when planned improvements to the network may impact travel to and from their school site.

TfL engagement with local schools (2)

Question No: 2017/2825

Caroline Pidgeon

Will you look into creating a TfL team dedicated to liaising with schools to improve school safety?

The Mayor

TfL has an existing Schools and Young People team which works closely with the 33 London boroughs to deliver road safety education programmes to children aged 3-19 years.

These programmes include Children's Traffic Club London (a pre-school resource for children aged 3-4 years), Junior and Youth Travel Ambassador peer to peer programmes for primary and secondary schools, a Young Driver programme for 16-19 year olds and a range of road safety curriculum resources for use in schools.

In addition, of London's 3,300 schools, 1,497 are already part of TfL's STARS (Sustainable Travel; Active, Responsible Safe) travel plan accreditation scheme. These schools deliver a range of activities to promote safe and sustainable travel to school, and work with their borough to identify improvements to routes to school in order to address safety concerns. TfL's Schools and Young People team deliver a continuing programme of work to encourage the remaining schools to join STARS.

RAF Northolt airport (1)

Question No: 2017/2826

[Caroline Pidgeon](#)

Have you or TfL been consulted by the Ministry of Defence over its plans for increased commercial flights at RAF Northolt Airport?

[The Mayor](#)

Please see my response to Oral MQ 2017/2632. Neither I nor TfL have been consulted by the Ministry of Defence about any plans to increase commercial flights at RAF Northolt.

RAF Northolt airport (2)

Question No: 2017/2827

[Caroline Pidgeon](#)

Have you taken any action to date, or do you have any plans, to raise with Government concerns over the expansion of commercial flights from Northolt airport, especially in light of Government plans to spend £45 million resurfacing the airport?

[The Mayor](#)

Please see my response to Oral MQ 2017/2632. In March, the Government announced it would close the runway in 2018 to undertake improvements and extend its life; this will include the resurfacing of the runway.

I am not aware of any formal proposals to expand the number of commercial flights from RAF Northolt. I will continue to monitor the situation and seek to ensure that no changes occur at RAF Northolt without the consent of local communities.

RAF Northolt airport (3)

Question No: 2017/2828

[Caroline Pidgeon](#)

Following past decisions by the previous Mayor of London to commit GLA resources to opposing the expansion of both London City Airport and Heathrow will you consider making a similar decision to oppose the expansion of commercial flights at RAF Northolt airport?

[The Mayor](#)

Please see my response to Oral MQ 2017/2632. It is my duty to consider every issue on the merits of the case. If RAF Northolt were to seek to increase the number of commercial flights, it must undertake a full and fair assessment of the impacts, particularly the noise exposure for local communities. RAF Northolt should not use its status as a military airfield to avoid the public scrutiny that would apply to any civil airfield.

Though my formal powers are limited, I would not let that stop me raising the concerns of residents at the highest levels of Government if an increase in commercial flights was taken forward. At this stage there is no evidence that such an increase is progressing.

Seaside and Country Homes scheme (1)

Question No: 2017/2829

[Caroline Pidgeon](#)

How many homes were made available to households through the Seaside and Country Homes scheme in 2016/2017. Please also state the number of applications made during this period.

[The Mayor](#)

In 2016/17, 195 properties became available for letting. During the same period, 579 new applications were received.

Seaside and Country Homes scheme (2)

Question No: 2017/2830

[Caroline Pidgeon](#)

In answer to Question 2016/1373 in May 2016 relating to the possible expansion of homes offered to older Londoners wanting to downsize or in need of specialist care under the Seaside and Country Homes scheme you stated "I will be looking at the scheme in more detail". Over a year on from making such a commitment what is the outcome of your examination of the scheme and do you now have any plans to improve and expand the scheme?

[The Mayor](#)

I am currently running two pilots. One is with Axiom Housing Association, which is contributing additional properties to the scheme. The other is giving older homeless households who wish to move outside London the opportunity to benefit from the scheme (before the pilot, only existing social tenants were eligible).

Children restrained in MPS custody

Question No: 2017/2831

[Caroline Pidgeon](#)

How many children have been restrained whilst in MPS custody in the last year? Please give a breakdown by year and by borough.

[The Mayor](#)

Nationally, the police service uses a broad definition of the use of force, which incorporates the use of restraint and control. This can include the use of handcuffs, unarmed skills and irritant spray for example.

The table attached in Appendix 1 therefore provides a detailed breakdown by custody suite of the use of force on children (defined as aged 18 years and under) in MPS custody in the financial year 2016/17. This includes any application during a detainee's time in the custody of a police officer, which may involve the continuation of a use of force from the time of arrest to entering the custody suite. E.g. when handcuffed.

It is absolutely essential that all detainees be treated with dignity and respect; regardless of their age or background. The overriding objective for any officer interaction with a member of the public must be to avoid using force (the use of restraint by the police is classified as a use of 'force') and to aim to de-escalate any situations that may lead to its use. Where force is used, it must be proportionate, lawful and necessary in the circumstances. Officers will be accountable for all instances where force is used.

Please note the following:

Statistics for young persons arrested who were handcuffed prior to arriving in custody are included since invariably the handcuffs would only be removed once they were inside a custody suite, therefore technically they would be restrained 'in custody.'

The number of different types of use of force that have been used may exceed the number of individuals. i.e. more than one use of force may have been applied to an individual.

Reduced trains on the Piccadilly Line

Question No: 2017/2832

[Caroline Pidgeon](#)

In answer to Question 2017/0023 you stated that TfL had launched a formal review into the Piccadilly Line wheel flats which had a severe impact on services during November and December 2016. When you will be publishing this report?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/07/2017

I can confirm that the report will be published on the TfL website in August.

In the meantime, I have asked TfL to contact you to discuss the report's recommendations.

Personal Service Companies

Question No: 2017/2833

[Caroline Pidgeon](#)

Please publish a table showing how many current temporary employees at Transport for London have been engaged via employment agencies and paid through Personal Service Companies for (a) less than 3 months, (b) 3 to 6 months, (c) 6 to 12 months, (d) 12 to 18 months, (e) 18 months to 2 years, (f) 2 to 3 years, (g) 3 to 4 years, (h) 4 to 5 years, (i) 5 to 6 years, (j) 6 to 7 years, (k) over seven years. Please also break down the figures for each time period showing how many employees in each category were paid (1) over £100,000 per year, (2) over £144,000 per year, and (3) over £200,000 per year.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08/09/2017

In May last year, I ordered a review into how TfL is organised and operates. The review included reducing rates paid to agency workers, tighter controls on when such workers should be engaged and cutting existing numbers of agency workers. In June 2017, TfL engaged 1,517 Non-Permanent Labour (NPL) as part of its workforce. This is a reduction of 1,439 since May 2016, a weekly reduction in NPL spend of over £2m.

Work is continuing to reduce both the numbers and rates of NPL across TfL. Measures are in place to review and scrutinise the use of NPL centrally, including the requirement for Director sign-off to either hire or extend NPL contracts and that every contractor has clear outcomes and timescales agreed up-front.

Longer term workforce planning will also help TfL better forecast their workforce requirements, allowing better use of internal resource to meet peaks in demand, reducing the requirement for NPL further. It is however important that TfL can continue to make use of the flexibility

offered by NPL, particularly through this time of change, and retains an ability to hire talent in scarce skills areas in this way.

TfL does not employ anyone directly on a personal service company basis, and its use of temporary workers is kept to a minimum. The nature of certain industries means that TfL needs to employ a few specialist temporary workers, largely in the highly competitive fields of engineering and IT. This recruitment, carried out through specialist agencies, is essential to TfL getting qualified people with the right skills to deliver its multi-billion pound investment programme, which is building the Elizabeth line, modernising the Tube network and making our streets safer and more appealing places to walk and cycle.

Temporary workers are not employed by TfL, so they are paid a daily charge rather than a salary or other annualised sum. The charge covers all costs beyond salary, such as National Insurance and pensions, which can be equivalent to more than one third of the total employment costs of directly employed staff.

The table below shows 379 individuals engaged via employment agencies and paid via a Personal Service Company (PSC) as at 30 June 2017, compared to 1,865 at 17 September 2016, a reduction of 80 per cent. The numbers of PSC workers earning more than £100,000 a year has more than halved.

The annual spend for PSC workers is based on actual spend for the year as at 30 June 2017, rather than annualised spend based on 220 working days a year as reported in response to MQT 2016/2942. Information on numbers of workers and annualised rates will be published on a regular basis in TfL's Quarterly Performance Reports available at:

<https://tfl.gov.uk/corporate/publications-and-reports/quarterly-progress-reports>

Tenure and cost of agency workers operating as PSCs

National Sports Centre

Expenditure on cycling

Question No: 2017/2834

[Caroline Pidgeon](#)

Please set out in detail the rationale for the variations in TfL's current projected expenditure on cycle superhighways for each forthcoming year, which at present are projected as 2017/18 £26 million, for 2018/19 £21 million, for 2019/20 £27 million and for 2020/21 £52 million. Please also state the specific reasons for the fall in expenditure in the year 2018/19 and the reason for the significant increase in expenditure in the year after the next Mayoral Election.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

Under my mayoralty, TfL is investing a record amount in cycling. Over the course of its Business Plan to 2021/2022, a total of £770 million will be spent on infrastructure and initiatives to promote cycling - nearly double the amount spent by my predecessor.

TfL projected expenditure on Cycle Superhighways differs across financial years to reflect phased project activity, with greater expenditure being associated with construction. These figures are used for TfL's business planning only. Actual construction timescales will depend on a range of factors, including design complexity, public consultation and stakeholder engagement, and network availability. The next round of TfL's business planning is likely to see further changes in the profile of projected expenditure as more detailed plans are known.

HM Treasury consultation on red diesel

Question No: 2017/2835

[Caroline Pidgeon](#)

Did you take part in the recent HM Treasury consultation on the taxation of red diesel and if so will you publish your consultation response?

[The Mayor](#)

My officials have discussed the issue of red diesel with their counterparts at HM Treasury, DfT and Defra.

However, I did not formally respond to the red diesel 'call for evidence' as this was primarily aimed at users and suppliers and was not actually a consultation.

Delays to Crossrail stations (1)

Question No: 2017/2837

[Caroline Pidgeon](#)

Please set out the specific reasons for the delays to the five new Crossrail stations which were due to be built in west London and by what date full completion of the stations will now be completed.

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

The Crossrail programme is 85 per cent complete. The new tunnels and stations through central London and Docklands are on schedule to open as planned in December 2018 as the Elizabeth line.

Network Rail is a key partner in delivering the Crossrail project and we remain heavily reliant on them to upgrade the existing railway and stations in east and west London in preparation for Elizabeth line services.

As a result of Crossrail works for the Elizabeth line, passengers and residents in Ealing are already seeing real improvements to their train service. The recent commissioning of a new flyover at the junction to Heathrow and a new 'dive-under' at Acton have added much needed capacity, improving the reliability of services. The electrification of the line to Maidenhead and a new lengthened bay platform at Hayes & Harlington has also allowed for the new Great Western Railway electric services to Paddington, providing over 1,000 seats into Paddington at the busiest times.

Network Rail's programme of work so far has focused on ensuring the operational railway is successfully delivered on time. They are currently working on platform extensions so that these can be completed and the necessary equipment installed on the platforms to enable testing of the new Elizabeth line trains before they start running between Paddington and Heathrow next year. These trains are already in service for TfL Rail on what will become the eastern end of the Elizabeth line.

Even with all that progress, the major station upgrades at Acton Main Line, Ealing Broadway, West Ealing, Southall, Hayes & Harlington and West Drayton have proved to be a significant challenge for Network Rail and it has taken longer than expected for them to complete the design and planning approvals.

Although Network Rail has assured Crossrail Ltd that these upgrades will be finished by December 2019 when Elizabeth line through services start from Reading, Maidenhead and Heathrow, I am concerned about the delays to both the Crossrail works and the Gospel Oak to Barking electrification programme. It really is not good enough but at a recent meeting to discuss these issues, Mark Carne, the chief executive of Network Rail has given his assurance that Network Rail is doing everything it can to get these projects back on track.

Delays to Crossrail stations (2)

Question No: 2017/2838

[Caroline Pidgeon](#)

Please set out the procedures that Network Rail have used to inform TfL about the progress of completing the five new Crossrail stations in west London that were due to be completed by the end of 2017.

[The Mayor](#)

Crossrail Limited is responsible for the delivery of the Crossrail project. Network Rail is a delivery partner, responsible for the delivery, including design and development, of the parts of the Elizabeth line route that are on the existing national rail network to the east and west of central London.

Crossrail Ltd relies on Network Rail to deliver its commitments along the Great Western Main Line and receives regular updates from Network Rail.

Crossrail Ltd, the Department for Transport and Transport for London all receive regular monthly updates on Network Rail's construction schedule.

My team is urgently seeking a meeting with Mark Carne, the chief executive of Network Rail, about this. Valerie Shawcross, my Deputy Mayor for Transport, will be reviewing this matter and seeking assurance from Mark that Network Rail is doing everything it can to get these projects back on track.

Delays to Crossrail stations (3)

Question No: 2017/2839

[Caroline Pidgeon](#)

Please state whether there will be any additional loss of revenue or any financial costs facing TfL due to the delays by Network Rail in completing the five new Crossrail stations in west London.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/07/2017

The delay by Network Rail is to the completion of station rebuilds. Services are planned to operate as scheduled so there should not be a direct impact on revenue. There is no reported cost impact to TfL from the delays in the completion of these stations.

Helicopter Noise

Question No: 2017/2840

[Caroline Pidgeon](#)

In answer to Question 2017/0011 on helicopter noise you stated you would be consulting on your New Environment Strategy in Spring 2017, which will include a section on helicopters. Please can you confirm exactly what plans you have in relation to publishing your London Environment Strategy. Please also set out what plans you have to ensure helicopter noise is better monitored and excessive interference facing local residents in London by commercial flights is curtailed.

[The Mayor](#)

My environment strategy is scheduled to be released for consultation in the summer. Once published, I will be circulating a copy to assembly members.

London is subject to regular overflying by helicopters, and noise from helicopter flights is a particular source of annoyance for many Londoners. However, I do not have any control over the permitted flight paths used by commercial helicopters across London, nor their operational hours. The responsibility for this lies with the Civil Aviation Authority (CAA).

My draft Environment Strategy will set out that I will take every opportunity to lobby the CAA and for the Government to review and amend an outdated regulatory regime to ensure reduced helicopter noise exposure for Londoners.

Cycle Hire Scheme

Question No: 2017/2841

[Caroline Pidgeon](#)

Please publish a table showing separately for each month since January 2016 the average time per day that each docking station had:

- a) no available bikes
- b) no available docking spaces for bikes

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

Last year was the best year yet for Santander Cycles with 10.5 million hires. I am determined that London's world-famous scheme continues to perform well for its users. Great efforts are made to make sure there is a good supply of bikes and available space at docking stations. In 2016/17, docking stations had at least one bike 93 per cent of the time and had space to dock a bike 96 per cent of the time.

Please refer to the attached tables in as Appendices 1 and 2.

Impact on the London Underground from delays to Crossrail 2 being built

Question No: 2017/2842

[Caroline Pidgeon](#)

TfL have repeatedly stated that at least 17 Underground stations will buckle under crowding pressures from thousands of passengers arriving at Euston on HS2 phase 2 unless Crossrail 2 is built. Please list these 17 Underground stations.

[The Mayor](#)

London and the wider South East are growing rapidly. In London alone there are now a record 8.6 million people; this will increase to 10 million by 2030. These extra people, and new schemes such as HS2, will mean five million more journeys each day on the transport network. Overcrowding on the Tube is forecast to become severe by the early 2030s and double by 2041, and National Rail services will face similar challenges.

Without Crossrail 2, TfL anticipates a routine requirement for station control measures because of overcrowding at stations across the network. These measures could include one-way systems or closures. By 2041, such measures would be required at the Underground stations at the six busiest national rail termini (Euston, King's Cross St. Pancras, Liverpool Street, London Bridge, Victoria and Waterloo); key interchanges such as Clapham Junction, Finsbury Park, Stockwell and Stratford*; and at other important Underground stations including Highbury & Islington; Clapham Common and Clapham North; Clapham South; Holborn; Warren Street and Leicester Square.

There are transport improvements already underway across the network, including the Elizabeth Line, which will help offset the pressure in the short term, but we need a plan to cope with longer term growth. Crossrail 2 is the strategic solution to relieving congestion on existing Underground and National Rail routes. For example, it will reduce demand on the busiest section of the Northern line Morden branch by around 20 per cent. It will also allow passengers to bypass congested stations such as Waterloo and Liverpool Street, and provide interchange connections with London Underground, London Overground, Crossrail Elizabeth Line, National Rail and International Rail services.

**this answer has been subsequently amended [19/07/17] to read "Oxford Circus, Finsbury Park, Stockwell and Stratford, as well as Clapham Junction"*

Security barriers on London's bridges (1)

Question No: 2017/2843

[Caroline Pidgeon](#)

There are growing concerns about the safety of the security barriers erected along the bridges in central London in the wake of the recent terror attacks in the city on road users. Will you review the security measures currently in place?

[The Mayor](#)

The relevant authorities have discussed the security measures currently in place and the initial issues faced by cyclists on Blackfriars Bridge have now been resolved. It is recognised by all involved that a more permeable option must be agreed. There will be further consideration of security measures and any action taken will need to maximise the safety of pedestrians and road users. Work is underway to identify longer term security solutions which will be based on relevant advice from the Home Office.

Security barriers on London's bridges (2)

Question No: 2017/2844

[Caroline Pidgeon](#)

What is the timescale for your review into the security measures on the bridges and when will suitable, long term security measures be implemented?

[The Mayor](#)

Please see my response to 2017/2843.

Battersea Power Station Development Company (1)

Question No: 2017/2845

[Caroline Pidgeon](#)

What action are you taking to ensure that developers at Battersea uphold their commitment to build 636 affordable homes at the site?

[The Mayor](#)

I have already expressed my serious concerns to Wandsworth Council regarding any proposal to reduce the level of affordable housing and the developers are in no doubt as to my expectations on the delivery of affordable housing.

My expert officers are now proactively engaged with the Council to robustly scrutinise the applicant's position, and the Council has given me its assurance that it will delay any final agreement until such time as my expert team has been given full opportunity to review the position.

Battersea Power Station Development Company (2)

Question No: 2017/2846

[Caroline Pidgeon](#)

Wandsworth Council have stated that you did not engage with them during the decision-making process to reduce the scope of affordable housing on the Battersea Power Station Development. Why did you not push for affordable housing commitments to be met?

[The Mayor](#)

I have already written to the Council to correct their assertion that I did not engage on the critical issue of affordable housing delivery, noting their failure to provide my team with the full viability information requested. I made the Council aware of the significant areas of concern that my planning officers had identified with the applicant's submission prior to its committee, requesting them to delay formal consideration; a request which was ignored.

Notwithstanding this, my team is now proactively engaged with the Council to robustly scrutinise the applicant's position, and the Council has given me its assurance that it will delay any final agreement until such time as my expert team has been given full opportunity to review the position.

Affordable housing commitments

Question No: 2017/2847

[Caroline Pidgeon](#)

How are the public supposed to have confidence in your pledge for developments to contain 50 per cent affordable housing when developers are able to renege on their affordable housing commitments so easily?

[The Mayor](#)

I have set out in my draft Affordable Housing and Viability SPG the first steps in delivering my long term aim of 50% of all new homes being affordable.

I have no statutory role in the re-negotiation of legal agreements secured as part of a planning permission, unless I am a formal signatory to the original agreements. Whilst it is unnecessary and inappropriate for me to be a signatory to every legal agreement within London, I should have a strong role in any re-negotiation when this relates to affordable housing on strategic applications and be fully consulted on any such proposed amendments. I am seeking such powers from the Government. In the interim, I will be writing to each local planning authority with a view to being fully consulted on any such proposed amendments to strategic applications.

Memorandum of Understanding - Criminal justice devolution

Question No: 2017/2848

[Caroline Pidgeon](#)

A Memorandum of Understanding with the Government to support collaborative working on criminal justice was due to be agreed by June 2017. What progress has been made?

[The Mayor](#)

The commitment for a Memorandum of Understanding (MOU) on criminal justice devolution to London was made in the Spring Budget statement, and under the term of the previous Government. As a result of the General Election, the new government were not in a position to agree an MOU in June.

I have written to the new Secretary of State at the Ministry of Justice to reaffirm government's commitment and to request that we agree this by late autumn.

In the meantime, officials have continued to work on the development of the MOU and the London Crime Reduction Board, representing boroughs and London's criminal justice partners are agreed on the priorities that it should cover.

Ardleigh Green Bridge

Question No: 2017/2849

[Caroline Pidgeon](#)

The replacement of Ardleigh Green Bridge has been beset by significant delays. What other options, other than taking the current bridge down and replacing it, were considered?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

Transport for London assessed three options for Ardleigh Green Bridge:

Refurbishment and repair of the existing bridge

Replacement of the bridge deck; and

Full replacement of the bridge deck and supports

The assessment considered a 60 year period, which is typical for highway bridges, and a range of factors including costs and the disruption caused to road users.

Full replacement was chosen because, over the 60 years, it minimised road user disruption and costs.

The assessment illustrated that the refurbishment option would result in the lowest immediate disruption to road users, but would have led to the highest disruption and costs over 60 years due to the need for future works. Replacing the deck alone would have caused similar disruption to a full replacement but deliver fewer long-term benefits.

Working over the railway adds considerable time to the programme because many works can only be done during a closure of the railway. Securing these closures has caused some delays to the programme. However, railway closures would have been required for all of the options considered.

Cycling and walking expenditure (1)

Question No: 2017/2850

[Caroline Pidgeon](#)

The bulk of your cycling and water expenditure is scheduled to take place in 2020/21. Why is there such a delay in progressing schemes, such as the Cycle Superhighways, which have proved so successful in increasing cycling numbers?

[The Mayor](#)

The variation in expenditure over the life of Transport for London's Business Plan will differ to reflect phased project activity, as greater expenditure will be associated with construction.

There is no delay in progressing Cycle Superhighways and I remain committed to delivering these hugely beneficial schemes that reduce vulnerable road user casualties and promote sustainable transport.

Cycling and walking expenditure (2)

Question No: 2017/2851

[Caroline Pidgeon](#)

How will you honour your cycling and walking commitments within your Mayoral term, given the budget schedule you have set?

[The Mayor](#)

I have dedicated £2.1bn in Transport for London's Business Plan to Healthy Streets focusing on walking, cycling, improving public spaces and air quality, and reducing road danger. I am confident that this investment will allow me to fulfil my commitments to make cycling and walking in London both safer and easier.

This investment will ensure that walking and cycling are prioritised and consider how the wider street network operates as a whole.

Cycling and walking expenditure (3)

Question No: 2017/2852

[Caroline Pidgeon](#)

There are some concerns that spending on Quietways and Cycle Superhighways are broadly similar, despite the fact that Cycle Superhighways deliver a much higher numbers of people cycling. What is the reasoning behind this spending decision?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/07/2017

Over the course of the TfL Business Plan, investment in Cycle Superhighways is planned to be approximately twice the level of Quietways. This level of investment reflects the level of segregation and interventions at complex road junctions required to deliver the Cycle Superhighways programme.

A holistic package of investment is required to make cycling a safe and obvious choice for Londoners of all ages and backgrounds. Overall, the TfL Business Plan commits an average of £154m per year for cycling over the next five years. This is nearly double the amount spent by the previous Mayor.

TfL's monitoring also shows that the growth in the number of people using the first Quietway is slightly more than the growth of the new Superhighway routes. There has been a 56 per cent increase in cycling along Quietway 1 from Greenwich and Waterloo, since 2014, before the route was established and a 54 per cent increase in cycling along the East-West Cycle Superhighway from Parliament Square to Tower Hill.

Electric black cabs (1)

Question No: 2017/2853

[Caroline Pidgeon](#)

Some taxi drivers have raised concerns that the grant available to them to upgrade to an electric vehicle is not sufficient. What additional action are you taking to help taxi drivers navigate the transition to electric vehicles?

[The Mayor](#)

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

The government's Plug-in Taxi Grant will provide taxi drivers with up to £7,500 off the purchase price of a new zero emission capable taxi. TfL will also offer payments of up to £5,000 to drivers of the oldest vehicles who choose to no longer license their taxi in London. My proposals to Government for a national scrappage scheme would see taxi drivers receive additional compensation to scrap their old diesel taxis.

TfL is also delivering a rapid charge point network, with locations dedicated to taxis, to enable drivers to maximise fuel savings and operate mostly with zero emissions. The first rapid charge points will be operational in September, with 75 delivered by the end of this year.

Electric black cabs (2)

Question No: 2017/2854

[Caroline Pidgeon](#)

A number of black cab drivers state that it is unfair that they have to switch to using electric vehicles by 2018, while private hire vehicles have until 2023. Why is there a distinction between the two?

[The Mayor](#)

I believe these deadlines are well balanced when taking into account vehicle requirements, availability and the contribution each fleet makes to London's air quality problems.

The earlier deadline for new black cabs from 2018 will be supported by additional measures, for example, by installing dedicated charge points and securing national financial incentives, such as the recently confirmed national plug-in taxi grant.

The licensing requirements for new private hire vehicles (PHVs) will be introduced from 2020 to allow time for vehicles that meet the varied needs of the private hire trade to become available.

To reduce emissions in the meantime, from January 2018, new PHVs must have cleaner Euro 6 engines to be licensed. Unlike taxis, PHVs are not exempt from the Ultra Low Emission Zone and will need to meet the emission standards to travel in the zone without incurring a charge.

Private hire vehicle research

Question No: 2017/2855

[Caroline Pidgeon](#)

You previously stated that TfL has commissioned new research looking at supply, demand and market sizes for taxis and private hire vehicles in London. Has this research been published?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

TfL has commissioned some preliminary research into supply and demand and market sizes for taxi and private hire services in London.

The last research was carried out in 2009. Customer behaviour has clearly changed significantly since then; so to ensure an accurate picture, data is required from taxi and private hire app companies. TfL's discussions with app companies are continuing, but I have asked TfL to consider how quickly this research can be concluded so the results can be published within this financial year.

Tackling illegal taxi touts

Question No: 2017/2856

[Caroline Pidgeon](#)

I understand that the team dealing with illegal taxi touts at Heathrow has been disbanded and there are reports that touting is on the increase again. What action is being taken to tackle this issue?

[The Mayor](#)

The Heathrow Cab Enforcement Unit was funded by Heathrow Airport Limited, and was disbanded when the funding was withdrawn. In response, Transport for London's (TfL's) Taxi and Private Hire (TPH) Compliance Officers began conducting high visibility patrols to deter any touts from operating inside terminals.

TfL's compliance team now has a regular presence at Heathrow airport terminal forecourts, feeder park areas, authorised vehicle areas and on the local roads around the airport. Their officers work proactively with the Heathrow police to deter and deal with any illegal or non-compliant activity.

Enforcement activity is intelligence led, and TfL works closely with Heathrow management as well as taxi and private hire trade members to gather evidence, co-ordinating deployments with Heathrow police when and where they know issues to occur.

Preserving London's Green Spaces

Question No: 2017/2857

[Jennette Arnold](#)

St. Mary's Secret Garden in my constituency of Hackney, is a valued and rare community green space that provides a therapeutic service to residents with learning difficulties and mental health issues, I am concerned about the lack of support and dwindling funding that charities such as these can access. What are you doing to help protect these valuable pocket parks and green spaces in London?

[The Mayor](#)

Spaces like St Mary's Secret Garden, that offer therapeutic services in the community, are an incredibly valuable resource. Funding for such spaces is tight due, in part, to the restrictions on public sector budgets which limit the ability for boroughs to provide sufficient grant-aid.

I shall be setting out a suite of policies and proposals to help to address this problem in the forthcoming consultation draft of my London Environment Strategy.

Social Action Projects in London

Question No: 2017/2858

[Jennette Arnold](#)

Are you aware of schemes such as the Envision programme, which provides groups of young people from different parts of London with the opportunity to carry out a social action project in their communities? What are you doing to help and support such programmes?

[The Mayor](#)

Yes. Envision have used the Team London volunteering microsite to recruit in the past and Team London continue to engage and support Envision.

They also continue to receive the Team London 'charity newsletter' and invitations to take part in initiatives including Skill-UP, Trustee Training and the Team London Awards.

Empowering Communities to Tackle Crime

Question No: 2017/2859

Jennette Arnold

Do you know about Horizons Plus - a dynamic and challenging reoffending programme that combines innovative therapeutic sessions and accredited work based learning courses to transform offending behaviours, build confidence and skills in partnership with Hackney Community College? The importance of these initiatives cannot be understated. What will your administration do to help and support these groups?

The Mayor

MOPAC is fully committed to engaging with statutory partners, the voluntary and community sector and other partners to reduce reoffending. MOPAC has committed £72m through the London Crime Prevention Fund to deliver a wide range of crime and community safety programmes across London over the next four years. The new LCPF approach has safeguarded and supported local community safety and prevention services while also enabling us to collectively achieve more through co-commissioning than would otherwise be possible under the previous model. In 2017/18 £16.6 m of this funding will go directly to boroughs to invest in those areas which they feel have the greatest impact in reducing crime and reoffending. A significant proportion of that funding goes to the voluntary and community sector. I have also recently launched the co-commissioning fund which supports cross-borough and cross-sector initiatives. Further information can be found at <https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/community-safety/crime-prevention/london-crime-prevention-fund>.

Ensuring that women feel safe in public spaces

Question No: 2017/2860

Jennette Arnold

In March, I welcomed the campaign by Transport for London, who are working in partnership with British Transport Police, the Metropolitan Police Service and City of London Police, to encourage people to report unwanted sexual behaviour on public transport. Please advise me how long this programme will last and will you evaluate and publish the results of this campaign?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

Thank you for your continued support on this important issue. Improving women's safety on public transport and their confidence to travel will always be a priority for TfL and its transport policing partners and we will regularly report on our progress in this area.

The new communications campaign is a central element in tackling unwanted sexual behaviour on London's public transport as part of Project Guardian, a partnership between TfL and the police. Building on the ground breaking 2015 'Report it to Stop it' film, which has been viewed more than 13 million times on YouTube, the new campaign underlines that every report matters, is taken extremely seriously and provides valuable information to help catch offenders.

Eradicating unwanted sexual behaviour from the network is a long term priority for me, TfL and our policing partners. We will continue to monitor and evaluate our activities, which cover police crime data and safety and security and campaign research, which will be used to inform future action.

TfL's annual crime bulletin (<https://tfl.gov.uk/corporate/publications-and-reports/crime-and-incident-bulletins>) includes information on Project Guardian and the anticipated increase in reported sexual offences.

Junction Road Station

Question No: 2017/2861

[Jennette Arnold](#)

In 2013 the previous mayor, Boris Johnson, decided not to undertake the rebuilding of this station. However, he offered the possibility of a future review. Will you stand by this commitment and if so could you please indicate the timeframe for such a review.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

Please see my response to MQ 2017/2395.

Boiler Cashback Scheme

Question No: 2017/2862

[Leonie Cooper](#)

Please can you provide me with an update on the outcomes of the Boiler Cashback Scheme in London?

[The Mayor](#)

By the end of July all remaining claims will have been submitted. We will then know the final number of homes treated through the scheme. As at 11 July 2017, 3,671 boiler cashback claims have been paid. This equates to a saving of around 5,500 annual tonnes of carbon, and £1.24m per year off Londoners' fuel bills in total.

Excess Summer Deaths in London

Question No: 2017/2863

[Leonie Cooper](#)

Please can you provide me with the estimated number of excess summer deaths in London from 2010 to 2016?

[The Mayor](#)

Due to the way in which this mortality is estimated Public Health England has advised me that it is extremely difficult to provide figures at the regional level. However, a paper by Green et al (2016) has estimated national mortality figures for heatwave periods from 2003 to 2013:

2003 - 2535 excess deaths

2006 - 2689 excess deaths

2009 - 339 excess deaths

2010 - no significant increase in deaths

2011 - 305 excess deaths

2012 - 195 excess deaths

2013 - 301 excess deaths

Exploding Pavements (1)

Question No: 2017/2864

[Leonie Cooper](#)

It was recently reported that a pavement exploded in Old Street due to an electrical fault, this was yards from passers-by. What improvements are being made to the electrical network to improve this issue?

[The Mayor](#)

My officers have been in contact with UK Power Networks as the owner and operator of most of London's electricity distribution system and they have advised the following:

Explosions in cable pits are mainly caused by the build-up of gases mixtures in these underground voids and are not necessarily attributable to UKPN cabling. Mitigating measures include removing chambers where these are no longer required, improved ventilation to prevent the build-up of potentially explosive gas mixtures, filling chambers with sand to reduce the volume for gas build-up, and installing restraining straps to prevent covers becoming projectiles.

There are 47,000 cable access chambers in London. All have been assessed to determine the potential risk there may be to passing members of the public. Almost 18,000 have been deemed inactive. The high-risk chambers have been inspected and had appropriate mitigating actions carried out on them. The medium-risk category chambers are part of an ongoing cable pit inspection and mitigation programme that started in 2013. 13,400 cable pits were mitigated by 2016/17 and there are plans to undertake 3000 inspections and associated mitigations in 2017. There remain 6000 low-risk cable pits to be inspected and mitigated. The plans are to complete the medium-risk programme by 2020 and the low-risk programme by 2021.

The programme forms part of the UKPN business plan approved by Ofgem and the work is carried out with the involvement of the Health and Safety Executive. My officers are working with UKPN officers to monitor this and other matters at regular meetings.

Exploding Pavements (2)

Question No: 2017/2865

[Leonie Cooper](#)

Please could you provide me with the number of call outs from i) the fire service ii) the police service to deal with exploding pavements in the last three years?

[The Mayor](#)

London Fire Brigade records incidents according to the classification scheme used by the fire services national Incident Recording System (IRS). There is currently no specific way of recording incidents involving exploding pavements, however from a search of the data held, at least three similar incidents in the last three years can be identified.

The MPS does not record this type of incident under a single code of 'exploding pavements' and is therefore unable to provide call out data as requested.

Culture

Question No: 2017/2866

[Leonie Cooper](#)

Following the launch of your Cultural Leadership Board, can you set out your vision for Culture in London and the benefits for my constituents in Merton and Wandsworth?

[The Mayor](#)

I will put my draft vision and strategy out to consultation by the end of the year and will publish the Culture Strategy in 2018.

My Cultural Leadership Board will advise me on the Strategy, which will ensure London remains a great global creative capital for all Londoners.

I want to be a Mayor for all Londoners and I want more Londoners than ever to access their local culture. London is full of cultural gems that extend beyond the centre of the capital to all corners of the city. It has the power to transform communities and to bring people closer together. Now, more than ever, there is a pressing need to reach out to our neighbours and celebrate London's unique and diverse culture. My Culture Strategy which will set out how I intend to protect and promote these cultural riches.

I have already begun launching programmes that will help deliver my strategy, such as the London Borough of Culture, which will put culture at the heart of the community.

This is open to all local authorities and I encourage the London boroughs of Merton and Wandsworth to apply.

Design & Build Contracts and defective development

Question No: 2017/2869

[Tom Copley](#)

In light of the major defects in the GLA part-funded development at Orchard Village in Havering, will you in future refuse to fund schemes procured via design and build contracts through the GLA's Affordable Homes Programme?"

[The Mayor](#)

I don't believe that the procurement route is the root cause of issues at Orchard Village. My team are working closely with Clarion to ensure issues are resolved.

Response to Grenfell Tower Fire (1)

Question No: 2017/2870

[Tom Copley](#)

I have been contacted by a member of the public, who asks: why could the ladders used by the London Fire Brigade at Grenfell Tower only reach to the 12th floor?

[The Mayor](#)

The initial firefighting plan for high rise premises is almost always based on an internal attack on the fire, with rescues undertaken by firefighters working within the building. It reflects the reality that, in most cases, fires do not spread in the way that the fire at Grenfell Tower did. Where buildings are built and maintained correctly, there is a minimum of 30 to 60 minutes' protection from fire which allow firefighters to reach people from within the building.

London Fire Brigade has a fleet of specialist aerial firefighting appliances and, earlier this year, committed to reviewing all appliances including aerial appliances. This review will include learnings from incidents including the tragic Grenfell Tower fire.

Response to Grenfell Tower Fire (2)

Question No: 2017/2871

[Tom Copley](#)

I have been contacted by a member of the public, who asks: why did it take an extension ladder to arrive from Surrey to reach the 20th floor?

[The Mayor](#)

London Fire Brigade (LFB) has a fleet of specialist aerial firefighting appliances and these attend a variety of incidents across the capital. Although ladders with a greater height do exist, types of aerial appliances used by LFB are selected for their manoeuvrability, ability to access properties and undertake a range of rescue and firefighting functions.

All fire and rescue services regularly share resources as part of a cross border agreement.

Response to Grenfell Tower Fire (3)

Question No: 2017/2872

[Tom Copley](#)

I have been contacted by a member of the public, who asks: why could army Chinooks not have been sent in with fire suppressant sprayed on the roof?

[The Mayor](#)

While using aircraft and helicopters to deliver water and other extinguishing media is appropriate for some incidents, such as large forest fires, it is not appropriate in an urban environment. Buildings, in particular the roof and external walls, are designed to keep water out and therefore using this tactic at the Grenfell Tower fire would have had little or no effect on extinguishing the fire and could have impacted on the stability of the building, spread of the fire, use of external jets and rescues that were taking place.

Response to Grenfell Tower Fire (4)

Question No: 2017/2873

[Tom Copley](#)

I have been contacted by a member of the public, who asks: does the London Fire Brigade have adequate resources to deal with large scale incidents such as the Grenfell Tower fire?

[The Mayor](#)

The Grenfell Tower fire was an unprecedented event in terms of the fire and the amount of resources needed to tackle it. At its height 40 fire engines and more than 200 firefighters were present. Fire engines were dispatched from across London, with the first on the scene within six minutes. Given the firefighting experiences of the Brigade at the time of the Grenfell fire, they are confident that they had the correct equipment and resources on the night. While the investigation continues the London Fire Commissioner has made clear her intention to fully review the Brigade's resources and seek funding for any additional requirements. I have regular meetings with the Commissioner, including on 27 June at which we discussed what extra specialist equipment and support the Fire Service might require to keep the capital safe following the fire, and I have since written to the Home Secretary on that point.

Battersea Power Station Affordable Housing Re-negotiation

Question No: 2017/2874

[Tom Copley](#)

Would the Mayor wish to see the GLA have the power of a statutory party to affordable housing re-negotiations between developers and local authorities on London's major regeneration schemes?

[The Mayor](#)

I have no statutory role in the re-negotiation of legal agreements secured as part of a planning permission, unless I am a formal signatory to the original agreements.

Whilst it is unnecessary and inappropriate for me to be a signatory to every legal agreement within London, I should have a strong role in any re-negotiation when this relates to affordable housing on strategic applications and be fully consulted on any such proposed amendments.

I am seeking such powers from the Government. In the interim, I will be writing to each local planning authority with a view to being fully consulted on any such proposed amendments to strategic applications.

LSE Overseas Investment Report

Question No: 2017/2875

[Tom Copley](#)

What conclusions can be drawn from the Mayor's commissioned research into overseas investment in new homes and what response will the Mayor be making?

[The Mayor](#)

The conclusions drawn by the sub-group of the Homes for Londoners Board are set out in their report of 13 June. I am carefully considering those conclusions, and the sub-group's recommendations, and will be responding formally in due course.

LSE Overseas Investment Report 2

Question No: 2017/2876

[Tom Copley](#)

How can the Mayor work to further our understanding of the impact overseas investment within London's domestic property market as a whole, beyond the new build sector?

[The Mayor](#)

My brief for the research focused on new build homes in order to respond to public concerns that new homes built in London were being sold overseas before being made available to Londoners. The need for advance sales to investors to de-risk developments does not apply to homes that are already built, and so the same issues of access to homes do not apply.

LSE Overseas Investment Report 3

Question No: 2017/2877

[Tom Copley](#)

Previous research into Overseas Investment in the London property market by the University of Sheffield's Political Economy Research Institute (February 2016) suggested the creation of an Inclusive City Fund through levies on super-prime sales and philanthropic giving as a vehicle to fund social housing. Would the Mayor consider lobbying for the powers for such an initiative?

[The Mayor](#)

I am considering the findings of the research into overseas buyers that I commissioned and the conclusion of the Homes for Londoners Board sub group on this matter. I will set out my response in due course.

Forced sales of Council Housing

Question No: 2017/2878

[Tom Copley](#)

What discussions has the Mayor had with the new government in terms of the progress of the introduction of forced sales of high value Council homes in London?

[The Mayor](#)

I have not had any discussions with the new government on this issue. As I made clear to the previous Government, I am firmly opposed to the policy.

Merge engineering functions within TfL (1)

Question No: 2017/2879

[Tom Copley](#)

In May 2016 you said, "I have asked TfL to undertake a root and branch review of the way it is structured. Consolidating engineering functions is one of the ways in which it will deliver a more effective and efficient organisation to deliver cost reductions. TfL is now working through the detail to identify the timescale and level of savings". Are you now able to confirm how much money do you expect to save by merging engineering functions within TfL, and over what timespan?

[The Mayor](#)

TfL is currently consulting with its staff and Trade Unions on a proposed design for a more effective and efficient engineering function.

While it is still consulting on this new design, it cannot confirm how much it will save TfL.

Once all consultations relating to this have finished, TfL will report this information.

Merge engineering functions within TfL (2)

Question No: 2017/2880

[Tom Copley](#)

The December 2016 Business Plan says, "We are re-evaluating every area of our business and considering how to merge functions to create efficiencies, reduce management layers and eliminate duplication in line with a new operating model. We expect the redesigned model to deliver £2bn of savings across the plan years". Can you outline what changes you are planning to make and breakdown the £2Bn in savings by financial year?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/07/2017

The £2bn savings in the December 2016 Business Plan are broken down in the table below.

These consist of operating model changes from across Transport for London currently in delivery or design and consultation, such as reducing management layers and eliminating duplication, and value initiatives on which work is still taking place.

Merge engineering functions within TfL (3)

Question No: 2017/2881

[Tom Copley](#)

Please outline the implementation costs of this body of work so we can compare those to the savings you expect to make?

[The Mayor](#)

The main contributor to the implementation cost of merging engineering functions is severance pay for people leaving TfL as part of the organisation re-design.

Severance costs depend on the specific circumstances of individuals leaving the organisation, including length of service. As TfL is still consulting with its staff and Trade Unions on the new organisation design, it cannot say what these costs will be. As with all of its operating model changes though, there will be a significant net saving to the organisation.

Once all consultations relating to this have finished, TfL will report this information.

Consultants And Agency Staff (1)

Question No: 2017/2882

[Tom Copley](#)

Please provide figures for 2016/17, showing the cost to TfL of consultants and agency staff?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

Transport for London is reducing its reliance on agency staff, and has nearly halved the number of non-permanent labour (NPL)/contractors earning more than £100,000 a year to 267, as of 31 March 2017.

The total cost of agency staff for 2016/17 is £217,212,400, compared to £263,314,400 in 2015/16.

The total cost of consultants for 2016/17 is £107,182,051, compared to £116,937,066 in 2015/16.

Work is continuing to reduce both the numbers and rates of NPL across TfL. Measures are in place to review and scrutinise the use of NPL centrally, including the requirement for Director sign-off to either hire or extend NPL contracts and that every contractor has clear outcomes and timescales agreed up-front.

Longer term workforce planning will also help TfL better forecast their workforce requirements, allowing better use of internal resource to meet peaks in demand, reducing the requirement for NPL further. It is however important that TfL can continue to make use of the flexibility offered by NPL, particularly through this time of change, and retains an ability to hire talent in scarce skills areas in this way.

Consultants And Agency Staff (2)

Question No: 2017/2883

[Tom Copley](#)

Please provide estimates, from 2017/18 to 2020/21, showing the expected cost to TfL of consultants and agency staff?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

Since I became Mayor, I have challenged TfL to reduce costs. It has taken decisive action to place its finances on a solid and sustainable footing. Action to cut operating and capital investment costs have, for the first time, seen a reduction in TfL's day-to-day operating costs, while TfL has also reduced its reliance on consultants and agency staff; driving down the cost of non-permanent labour to make significant savings.

TfL has recently put in place measures to bear down on consultancy spend, with any work over the value of £10,000 now requiring approval from the relevant Managing Director. Similar restrictions exist to reduce the use of agency staff, with all new appointments having to meet strict criteria of use and must be approved by the TfL Executive Committee.

When compared to 2015-16 financial year TfL has reduced consultancy costs by 8.3 per cent and agency costs by 17.5 per cent in 2016-17 and the long-term trend will be downward. However, it is not possible to provide accurate estimates of agency and consulting costs for the years specified. As part of TfL's long-term business planning, costs are estimated at a total employee cost level. Consultancy work and the use of agency staff are primarily for short-term projects or unexpected peaks in demand, therefore it is not something that can be predicted accurately.

Work is continuing to reduce both the numbers and rates of NPL across TfL. Measures are in place to review and scrutinise the use of NPL centrally, including the requirement for Director sign-off to either hire or extend NPL contracts and that every contractor has clear outcomes and timescales agreed up-front.

Longer term workforce planning will also help TfL better forecast their workforce requirements, allowing better use of internal resource to meet peaks in demand, reducing the requirement for NPL further. It is however important that TfL can continue to make use of the flexibility offered by NPL, particularly through this time of change, and retains an ability to hire talent in scarce skills areas in this way.

Transport for London Consulting (1)

Question No: 2017/2884

[Tom Copley](#)

Please can you provide an update on Transport for London Consulting?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/07/2017

Work to date indicates that there is significant scope for a TfL trading arm to secure a range of contracts both in the UK and globally, building on contracts already secured with Cubic Transportation Systems and the Sydney Metro.

As such, TfL is now establishing a consulting function and is appointing someone to lead it. It is also continuing to engage with established engineering, transport and management consultancy businesses to build relationships and identify suitable opportunities.

Transport for London Consulting (2)

Question No: 2017/2885

[Tom Copley](#)

You said in September 2016, "TfL has developed a positive business case to provide its expertise to operators around the globe and will be working in partnership with established engineering, transport and management consultancy businesses to pursue opportunities to generate revenues to reinvest in the transport network". Please can you provide me with a copy of the business case?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/07/2017

The business case has not been finalised but, as TfL will be competing globally with other transport operators and consultancy businesses, it will be commercially confidential. However, I have asked TfL to meet with you to take you through its principal elements.

Homes on TfL Land (1)

Question No: 2017/2886

[Tom Copley](#)

In May 2016 you said, "TfL is now assessing the capacity for development of a further 300 acres over and above the initial 300 acres identified". Can you share the results of TfL's assessment and explain whether you will be bringing forward any plans to develop any additional land?

[The Mayor](#)

TfL's initial 300 acres comprised largely London Underground land and London bus stations.

Over the past year, TfL has been looking at opportunities on other land holdings, including Crossrail and DLR sites, as well as car parks, and this work is ongoing.

TfL has prioritised some of the additional sites, and these will now be brought to market to deliver additional housing.

Homes on TfL Land (2)

Question No: 2017/2887

[Tom Copley](#)

You have assumed that £1.1Bn will be coming from property development of the original 300 acres. What income do you expect to receive from any additional acres you intend to develop?

[The Mayor](#)

The £1.1bn was a 10-year figure for capital receipts from property development activity. In its Business Plan, TfL accelerated the programme and committed to £850m receipts over the first five years, while delivering an average of 50 per cent affordable housing, as measured by habitable rooms, on sites brought forward since May 2016. A new five- and 10-year forecast will be produced later this year, taking into account the additional development opportunity and further accelerating the plan where possible.

Homes on TfL Land (3)

Question No: 2017/2888

[Tom Copley](#)

You have assumed that 10,000 homes will be built on the original 300 acres. How many additional homes do you expect to be built on any additional acres you intend to develop?

[The Mayor](#)

TfL's initial 300 acres comprised largely London Underground land and London bus stations.

Over the past year, TfL has also been examining opportunities on other land holdings, including Crossrail and DLR sites, as well as car parks, and this work is ongoing.

TfL has prioritised some of the additional sites, and the number of homes they can deliver will be determined as they are brought to market

Cycle Superhighway 4

Question No: 2017/2889

[Tom Copley](#)

Please update me on the current state of the Cycle Superhighway 4 project?

[The Mayor](#)

Public consultation for Cycle Superhighway 4 (Tower Bridge to Greenwich) is planned to start later this summer.

Cycle Superhighway 9

Question No: 2017/2890

[Tom Copley](#)

Please update me on the current state of the Cycle Superhighway 9 project?

[The Mayor](#)

Public consultation for Cycle Superhighway 9 (Olympia towards Hounslow) is planned to start later this summer.

Cycle Superhighway 10

Question No: 2017/2891

[Tom Copley](#)

Please update me on the current state of the Cycle Superhighway 10 project?

[The Mayor](#)

TfL and the relevant boroughs are exploring alignment options for Cycle Superhighway 10, which would extend the existing East-West Cycle Superhighway (CS3) to Acton.

I intend to announce a way forward for this scheme later this summer.

Cycle Superhighway 12

Question No: 2017/2892

[Tom Copley](#)

Please update me on the current state of the Cycle Superhighway 12 project?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

Plans for Cycle Superhighway 12 (CS12) along Upper Street and via the A1 Holloway Road were dropped by the previous Mayor.

I recently announced TfL's 'Strategic Cycling Analysis'. This valuable piece of work will play a key part in determining our priorities for investment and how we allocate future cycling investment for Healthy Streets for Londoners, including in Islington. The results identify London's areas and connections with the highest cycling demand, and a list of 25 connections with the greatest cycling potential recommended for further study. The top connectors for Islington include Kentish Town to Wood Green, and Camden Town to Tottenham Hale. Further information can be found in the report on TfL's website (<https://tfl.gov.uk/corporate/publications-and-reports/cycling>).

New Cycle Superhighways

Question No: 2017/2893

[Tom Copley](#)

When will you announce your plans for new Cycle Superhighways in London?

[The Mayor](#)

I am committed to delivering more Cycle Superhighways and have committed to record levels of investment in cycling in London. The Strategic Cycling Analysis, released in June, provides analysis, based on growth forecasts, population growth, safety data and existing demand, to identify where new schemes, including Cycle Superhighways, should be delivered.

Using this analysis, TfL is working with London boroughs to conduct feasibility studies and develop cycling schemes that will help to deliver a long-term Strategic Cycle Network for London. Schemes will be announced once this work has been completed.

Quietways

Question No: 2017/2894

[Tom Copley](#)

A December 2014 TfL Press Release said, "Construction is about to start on the first two routes, which will run from central London to Greenwich and Hackney, with a later extension to Walthamstow. Five more routes are at the design stage and around two dozen more will be delivered or in progress by 2016". This amounts to around 31 Quietways. Please list the start and end points for all 31 Quietways and their anticipated opening date.

[The Mayor](#)

The first Quietway from Waterloo to Greenwich was launched in June 2016 and has been well received. Ridership increased by 56 per cent in the first six months of operation. Quietway 2 will launch at the end of July and links the Mini-Holland in Waltham Forest to Bloomsbury in central London via Hackney and Islington. The remaining Quietways will complete in sections on a rolling programme between now and 2021 and are subject to feasibility, available funding and stakeholder consultation.

The start and end points for all Quietways and their anticipated opening date are attached as Appendix 5.

Mini-Hollands

Question No: 2017/2895

Tom Copley

What plans, if any, do you have to introduce mini-Holland schemes to other London Boroughs?

The Mayor

Boroughs will be able to bid for funding from my new Liveable Neighbourhoods programme which will fund schemes that deliver Healthy Streets.

This will provide significant funding to boroughs to make streets in and around town centres and in residential neighbourhoods safer and more attractive places to walk, cycle and spend time, replacing the current Local Implementation Plan Major Scheme programme.

Liveable Neighbourhood projects will also include measures to improve access to public transport, discourage the use of cars for short trips and reduce the use of residential streets as short cuts for drivers, including by promoting cycling. Transport for London will publish guidance on Liveable Neighbourhoods in July.

Safer Junctions Programme (1)

Question No: 2017/2896

Tom Copley

In February 2014 TfL confirmed they would be spending £300m on improving the 33 junctions. Can you confirm that this is still the case and over what time period this money will be spent?

The Mayor

Between 2014 and 2017, under the former Better Junctions programme, large-scale transformations were completed at Elephant & Castle, Stockwell and Archway, with further improvements at Aldgate, Apex (Shoreditch), Blackfriars, Bow, King's Cross, Oval and Lancaster Gate.

In April this year, the Safer Junctions programme was announced, which will deliver safety improvements for pedestrians and cyclists at 73 main road junctions with the poorest safety records in London.

Public consultations have recently launched for Waterloo and Lambeth Bridge northern and southern roundabouts. Further information can be found at <https://tfl.gov.uk/info-for/media/press-releases/2017/april/new-roads-targeted-in-updated-safer-junctions-programme>

Safer Junctions Programme (2)

Question No: 2017/2897

[Tom Copley](#)

In April 2017 London's Walking and Cycling Commissioner, Will Norman, named the 73 junctions in the Capital with the worst safety records. When will you publish the monitoring reports for the 21 junctions have had significant improvements made within the last three years?

[The Mayor](#)

Transport for London will publish the first annual progress report for the Safer Junctions programme in spring 2018, which will include monitoring information for the 21 junctions.

Safer Junctions Programme (3)

Question No: 2017/2898

[Tom Copley](#)

In April 2017 London's Walking and Cycling Commissioner, Will Norman, named the 73 junctions in the Capital with the worst safety records. 19 junctions will undergo new safety studies to identify possible solutions and safety improvements. When will these studies be published?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/07/2017

TfL intends to publish the first annual progress report for the Safer Junctions programme in spring 2018. This will include an update on the progress of the new safety studies and key conclusions where they are known.

Safer Junctions Programme (4)

Question No: 2017/2899

[Tom Copley](#)

What plans, if any, do you have to commence priority improvements at the 19 junctions undergoing new safety studies?

[The Mayor](#)

Transport for London expects to complete safety studies at these locations during the first half of 2018. Potential improvements proposed by the studies will then be shaped into a future programme of improvement works.

Housing Zone Revenue Budget

Question No: 2017/2900

[Tom Copley](#)

Further to your approval of £2,620,000 additional revenue to support and accelerate Housing Zone delivery, has the lack of borough capacity impeded this programme to date?

[The Mayor](#)

During my review of housing zones, a number of Boroughs highlighted they could exceed their planned pace of delivery if additional revenue support was made available, for instance to fund additional staff capacity. The money you refer to in your question is intended, in part, to meet this identified need.

Cycle Parking (1)

Question No: 2017/2901

[Tom Copley](#)

In May 2016 you said, "Because cycling storage and parking places are provided both privately, e.g. at work, publicly, e.g. at stations, it is difficult to estimate the total number for London. TfL audited station cycle parking in June 2015 and found around 20,000 spaces at stations in London. For the remaining on-street spaces and storage TfL will be starting to capture this information shortly as part of an on-street audit of cycle infrastructure". Has TfL conducted any further audits of station cycle parking?

[The Mayor](#)

Transport for London is currently carrying out a London-wide audit of cycling routes and cycle infrastructure. This will include details of all publicly accessible on-street cycle parking. The results of this audit will be made publicly available when it is finished but it has not conducted any further audits of station cycle parking.

Cycle Parking (2)

Question No: 2017/2902

[Tom Copley](#)

In May 2016 you said, "Because cycling storage and parking places are provided both privately, e.g. at work, publicly, e.g. at stations, it is difficult to estimate the total number for London. TfL audited station cycle parking in June 2015 and found around 20,000 spaces at stations in London. For the remaining on-street spaces and storage TfL will be starting to capture this information shortly as part of an on-street audit of cycle infrastructure". Will you publish the results of your on-street audit of cycle infrastructure?

[The Mayor](#)

Please see my response to MQ 2017/2901.

Cycle Parking (3)

Question No: 2017/2903

[Tom Copley](#)

You have said your aim is for 20,000 new cycle parking spaces every year. How many have been delivered in 2016/17? How many are planned to be delivered in 2017/18 to 2020/21?

[The Mayor](#)

Every cycle journey starts and ends with cycle parking, so it is a key component in getting more people cycling.

TfL installs cycle parking across London as part of its scheme delivery. It also works with boroughs to encourage them to install cycle parking on their land and for residents. TfL works with schools and businesses to install more cycle parking on private land and, through the planning process, sets requirements for cycle parking within new developments.

Cycle parking is now being captured across London as part of the London-wide audit of cycling routes and cycle infrastructure taking place this year.

This audit will enable TfL to tell people where they can find cycle parking across the capital. It will also help to identify gaps in cycle parking provision for future resources to be targeted effectively.

This information will be made publicly available upon completion, including to app developers through TfL's open data policy.

Cycle Parking (4)

Question No: 2017/2904

[Tom Copley](#)

How many cycle parking spaces were provided by TfL's Cycle Parking Programme in 2015/16 and 2016/17?

[The Mayor](#)

Please see my response to MQ 2017/2903.

Catford Gyratory

Question No: 2017/2905

[Tom Copley](#)

Following MQT [2016/1472](#) can you update me on the latest position on negotiations between TfL and Lewisham Council regarding their regeneration plans for Catford Town Centre and the possible re-routing of the South Circular?

[The Mayor](#)

TfL is working closely with the London Borough of Lewisham to support its regeneration plans for Catford town centre.

A shortlist of alternative highway design options has been developed, which includes the proposal to relocate the South Circular behind Laurence House. A funding package is now being prepared by the council and TfL to progress to the next stage, when our understanding of impacts on all road users will be refined.

The London Borough of Lewisham is simultaneously preparing a town centre masterplan to guide planned new housing and retail development. This is expected to be completed by the end of this year.

The Night Tube Economy

Question No: 2017/2906

[Tom Copley](#)

What data, if any, is the GLA collecting about the effect of the Night Tube on London's night-time economy?

[The Mayor](#)

Night Tube is predicted to boost the capital's economy by £77 million a year and support around 2,000 permanent jobs. The primary evidence demonstrating the success of weekend night time services is the growth in late night and overnight travel. This data is collected by TfL, from Oyster and contactless card use.

Night Tube has proved a real success with more than 6.9 million journeys taken since services started. This is why I have announced the introduction of night Overground services on the East London line later this year. It is my intention that the Night Tube will be extended to parts of the Metropolitan, Circle, District, and Hammersmith & City lines once modernisation programmes are complete in 2023.

Bakerloo Line to Bromley

Question No: 2017/2909

[Tom Copley](#)

What plans, if any, do you have to extend the Bakerloo Line to Bromley?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/07/2017

I am committed to extending the Bakerloo line to Lewisham, and beyond. The initial focus is on the extension to Lewisham, and TfL recently consulted on potential station and shaft locations.

My draft Transport Strategy envisages a second phase extension beyond Lewisham. I know there is a body of local support for this from the public and local stakeholders.

TfL is currently reviewing the case for an extension beyond Lewisham and potential options, including to places in the London Borough of Bromley. Because of the way that an extension might involve existing national rail infrastructure, this review will take into account the proposals for the future rail network set out by Government and Network Rail for the Southeastern franchise renewal and Kent routes upgrades.

An update on this work will be publically available by the end of this year as part of TfL's response to issues raised during the recent public consultation.

South Circular

Question No: 2017/2910

[Tom Copley](#)

Will you update me on plans to re-route the South Circular behind Laurence House in Catford?

[The Mayor](#)

Please see my response to MQ 2017/2905.

Police response to Terrorist incidents (1)

Question No: 2017/2911

[Unmesh Desai](#)

How many MPS officers have received Multi Agency Gold Incident Command Training?

[The Mayor](#)

21 MPS officers have received Multi Agency Gold Incident Command Training.

Police response to Terrorist incidents (2)

Question No: 2017/2912

Unmesh Desai

Are there standards for response times for counter terrorist incidents?

The Mayor

Yes, the MPS uses an individual grading system for responding to incidents in order to manage its assets efficiently, but every terrorist incident will receive an 'immediate' grading with core policing, armed and counter terrorism officers being deployed immediately to deal with the incident.

Drone use in prisons

Question No: 2017/2913

Unmesh Desai

Do you have figures on how many incidents of drones flying over London's prisons in an attempt to smuggle in drugs have there been over the past two years? If so, please could you provide a breakdown by each prison in London?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/07/2017

Confirmed Offences involving Drones and Prisons across the MPS		
Recorded 1st July 2015 - 30th June 2017		
HMP Pentonville	4	
HMP Wandsworth	5	
HMP Wormwood Scrubs	2	

Community Rehabilitation

Question No: 2017/2914

Unmesh Desai

What has the re-offending rate been for prisoners admitted onto the 'Through the Gate' programme run by the London Community Rehabilitation Company?

The Mayor

One year proven reoffending rates for the first cohort managed under the London Community Rehabilitation Company are expected to be published by the Ministry of Justice in October 2017.

Youth engagement

Question No: 2017/2915

[Unmesh Desai](#)

A constituent has contacted me recently to ask what engagement opportunities are there for young people to feed into and comment on the work of the Mayor and London Assembly?

[The Mayor](#)

I want to ensure the work of City Hall, through its policies and influencing work, helps young people access the support and services I had growing up in London.

My team of Peer Outreach Workers, which is made up of young people aged between the ages of 15 and 25, work with teams across the GLA to ensure policies take on board the issues they face. They also advise and train organisations across London to understand the needs of young people.

My teams regularly consult with youth organisations and those with statutory duties, to ensure the youth voice is reflected in my statutory policies and strategies.

101 and 999 waiting times and call volumes

Question No: 2017/2917

[Unmesh Desai](#)

Please provide me the average waiting times and volume of calls for the Metropolitan Police's 101 telephone line and 999 telephone line respectively, broken down by month for the past two years?

[The Mayor](#)

The spreadsheet attached as Appendix 6 shows the call volumes for both 999 and 101 services for the MPS.

Golders Green underground station

Question No: 2017/2920

[Andrew Dismore](#)

Golders Green underground station has lifts from street level to the platform level.

However there is a significant step up from the platform to the carriage.

To board at Golders Green with a wheelchair or mobility scooter requires ramp assistance which takes time and requires station staff. Golders Green could be made step free from carriage to street level by adding 4 platform humps, one for each platform which should be cost effective. This would help wheelchair and mobility scooter users and also people using prams pushchairs and walking sticks as they could avoid the step up. Will you consider this?

[The Mayor](#)

TfL recognises that providing permanent, independent level access to trains is preferable to providing manual boarding ramps, for the reasons that you outline. It is TfL's policy to do so where possible - either through platform humps or other changes to the platform or raising the track. Unfortunately, it is not always feasible to provide level access due to engineering constraints, such as where platforms are very curved.

Unfortunately, TfL has determined that the platform structure and the platform curve at Golders Green would leave an unacceptable gap between the platform hump and the train, which is why boarding ramps are still used at this station.

TfL has investigated the feasibility of level access for all platforms on the Northern line with step-free stations, stations with step-free interchanges and platforms where trains regularly terminate. As a result, level access has been implemented at all those where it was feasible to do so. This includes Woodside Park, Stockwell, Kennington, Finchley Central, High Barnet, Morden, Edgware, East Finchley, Camden Town, Elephant & Castle and Borough.

Stirling Corner

Question No: 2017/2921

[Andrew Dismore](#)

When do you expect to go to consultation on the long promised pedestrian and cycling improvements to the junction?

[The Mayor](#)

Following my response to MQ 2017/1798, further detailed traffic modelling work is now required. Public consultation will follow the completion of this work and is currently planned for early 2018.

Mill Hill circus

Question No: 2017/2922

[Andrew Dismore](#)

When do you expect to go to consultation on the long promised improvements to the junction?

[The Mayor](#)

TfL is currently in positive discussions with the London Borough of Barnet about the transfer of required land. Subject to this being resolved, TfL hopes to start public consultation this September.

Step free access: West Hampstead tube

Question No: 2017/2923

[Andrew Dismore](#)

What is the present position in responding to local demands for this?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

I am committed to increasing the number of step-free stations across the network to make the Tube more accessible. In December 2016, I announced a £200m fund to make more than 30 Tube stations step free over the next five years.

TfL has examined the possibility of providing step-free access at West Hampstead station in the past. I understand it is an extremely complex location: the layout of the ticket hall and the wider station presents significant constraints. There are significant limitations because it is an island platform surrounded by a very busy operational railway that must be maintained in service. The installation of lifts must also be done in a way which safeguards the potential for future capacity enhancement works should they be needed. TfL has concluded that to install a lift the existing station would have to be comprehensively remodelled (and closed for the duration) and there would need to be a second station entrance constructed elsewhere.

TfL has estimated that costs are likely to be well in excess of £15m, and delivering the scheme would be dependent on securing a partnership with a third party. TfL is commissioning a feasibility study for this station, and following its outcomes, TfL and Camden Council will be discussing next steps.

Step free access: Mill Hill East tube

Question No: 2017/2924

[Andrew Dismore](#)

What is the present position in responding to local demands for this?

[The Mayor](#)

I am committed to increasing the number of step-free stations across the network to make the Tube more accessible. In December 2016, I announced the creation of a £200m fund to make more than 30 Tube stations step free over the next five years.

I am delighted that Mill Hill East station has been confirmed as one of the next stations to benefit from step-free access as part of this programme.

The work is scheduled to start in summer 2018 and will be complete by summer 2019, subject to gaining planning consent from the local authority.

TfL will make further announcements as the work progresses, and I have asked them to keep you updated on progress.

Regular dental checks [1]

Question No: 2017/2925

[Andrew Dismore](#)

London has the lowest rates of dental attendance of all English regions, with 9 out of 10 councils with the lowest proportions of people attending NHS dental services being London boroughs. Will you take action to raise awareness amongst London parents of the importance of regular dental check-ups for children and the fact that they are completely free on the NHS for all under the age of 18?

[The Mayor](#)

Please see my responses to MQ 2017/2926 and MQ 2017/2927 which outlines the action I am taking to promote preventative oral health to London's children through my Healthy Schools London programme and emerging Healthy Early Years programme.

Regular dental checks [2]

Question No: 2017/2926

[Andrew Dismore](#)

According to the British Dental Association, an average 5-year-old eats their weight in sugar every year, which apart from increased obesity risks, results in over 10,000 London children being admitted to hospitals every year to have multiple decayed teeth extracted under a general anaesthetic. Will you make representations to Government to stress the need for more national action to reduce sugar consumption in children, and consider introducing local measures to help people make healthier choices in schools, workplaces, shops, restaurants and cafés?

[The Mayor](#)

As we discussed at MQT last September, the Government's Child Obesity Action Plan was a missed opportunity to show leadership and ambition in this area - and that extends to taking action on sugar reduction that matches the scale of the problem. This issue is linked to deprivation and my proposed response to tackling child obesity will be set out both in my forthcoming Health Inequalities Strategy and London Food Strategy. City Hall, in partnership with its catering provider OSC, have led the way on introducing a sugar tax on sugary drinks it sells, a fiscal measure now due to be replicated nationally. Currently my Healthy Schools London, Healthy Workplace Charter and emerging Healthy Early Years London programmes help children, young people and employees to make healthier choices. My Healthy Early Years London programme will have a specific outcome measure on oral health. My Healthy Workplace Charter also encourages employers to provide accessible information to employees on healthy eating and offer healthier options at on site catering facilities.

Regular dental checks [3]

Question No: 2017/2927

[Andrew Dismore](#)

Public Health England's new guidance "Health matters: child dental health" published on 14th June points out that that targeted supervised tooth brushing programmes in nurseries and schools provide a return on investment of £3.06 for every £1 spent. Will you work with local councils, schools and nurseries to introduce this simple, effective and cost-saving measure in all nurseries and schools in the areas of London with worst rates of tooth decay?

[The Mayor](#)

I'll absolutely work with boroughs schools and nurseries to improve oral health although it will be up to them to commission and decide which interventions work best for the needs of their local communities. To support them to achieve this I would encourage all partners to continue to engage with my successful Healthy Schools London programme, which currently works with 28 of London's Boroughs and over 80% of London's schools. Further I am currently piloting an extension of Healthy Schools London to Early Years settings, ensuring we cover the full life course of London's children and young people. I hope partners, in particular Boroughs, continue to choose to invest in these successful programmes, ensuring that our schools and early education settings offer the best possible environments, including oral health advice, so that our children and young people grow to be healthy and happy Londoners.

Barnet Hill traffic light

Question No: 2017/2928

[Andrew Dismore](#)

Can TfL retime the pedestrian crossing across Barnet Hill from High Barnet station car park to just south of Milton Avenue in favour of pedestrians. Several years ago this was retimed in favour of vehicles - it used to turn to a red light/green man almost instantly after pressing the button, but now it can take over a minute for the lights to change. This is the main route for pedestrians exiting the station use to try and reach the northbound bus stop on Barnet Hill, which is already a lengthy and hazardous journey, so as well as meaning they have to wait a lot longer and often miss their bus, there is also an increased danger of people running across the road while traffic is still moving.

[The Mayor](#)

Following your request on 20 June, TfL has reviewed the operation of this crossing. Using an enhanced feature of the SCOOT system, when the traffic demand is lower the green man will be able to appear sooner after the push button is pressed. This feature balances pedestrian and vehicle demand more evenly.

70th Anniversary of Independence for India and Pakistan

Question No: 2017/2929

[Andrew Dismore](#)

What do you plan to do to commemorate and celebrate the 70th anniversary of independence for India and Pakistan this year in August, given the very large communities from both countries in London?

[The Mayor](#)

Both the Indian and Pakistan High Commissions are delivering a year-long programme of events and activities as part of their 70th Anniversary commemorations, which my International, Communities and Events team have been engaged in. For India, 2017 is the UK-India Year of Culture, elements of which will feature in my Diwali Festival in October.

I also offered both the Pakistan and Indian High Commissions the use of Trafalgar Square to host a public event as part of their commemorations. The Pakistan High Commission is considering using Trafalgar Square for an event later in the year, and the Indian High Commission staged an event on Trafalgar Square for International Yoga Day highlighting one of India's international exports that supports health and wellbeing.

Mahatma Gandhi and Martin Luther King

Question No: 2017/2930

[Andrew Dismore](#)

2018 will see the 70th anniversary of the assassination of Mahatma Gandhi, and the 50th of the assassination of Martin Luther King. Do you plan to commemorate these events and celebrate the lives of the two giants of the 20th Century?

[The Mayor](#)

I will instruct my Community Relations team to work with community groups on how London commemorates and remembers these two icons.

Kings Cross fire

Question No: 2017/2931

[Andrew Dismore](#)

The thirtieth anniversary of the Kings Cross fire disaster is this October: what plans do you have to commemorate this tragedy?

[The Mayor](#)

18 November 2017 will see the 30th anniversary of the devastating King's Cross fire where 31 people tragically lost their lives.

Transport for London will be commemorating this tragedy with the London Fire Brigade (LFB) and the British Transport Police (BTP).

The event will include wreath-laying at the station and a service at St. Pancras Church on Euston Road. LFB and BTP Guards of Honour will march between the station and the church. Officials, survivors and families of those who died, as well as serving and retired LFB officers, will be in attendance.

Finchley Memorial Hospital

Question No: 2017/2932

[Andrew Dismore](#)

What work has TfL done to examine the viability of extending the 383 bus route to Finchley Memorial Hospital, and what was the outcome of their investigations?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

TfL's findings can be viewed in TfL's recent publication 'Review of Bus Services to London Hospitals' (<http://content.tfl.gov.uk/csopp-20170713-part-1-item06-review-of-bus-services-to-londons-hospitals.pdf>), which examines current and potential new bus links for London hospitals.

TfL has estimated that extending route 383 from Woodside Park to Finchley Memorial Hospital would cost an extra £180,000 per year and would require a bus stand and turning point to be provided at the hospital. Access could be achieved by the NHS making alterations to the car park or the drop-off point at the hospital entrance. TfL also estimates that around 100-150 extra passengers would use an extended service each day, making the net cost of the change to the route around £120,000 per year.

TfL will provide a full update on the status of the various hospital bus route priorities in due course.

West Hampstead Fire Station Cottages

Question No: 2017/2933

[Andrew Dismore](#)

What progress is being made on bringing the cottages behind West Hampstead fire station back into use?

[The Mayor](#)

It was agreed, following the meeting in March between the Chair of the London Fire and Emergency Planning Authority (LFEPA) and the Deputy Mayor for Housing, that LFEPA would look to develop the cottages behind West Hampstead fire station as a combination of key worker housing and a community space.

Work is ongoing and a number of feasibility options are being considering for bringing the cottages back into use. A report on the outcome of this work will be brought to a future meeting of the Resources Committee.

Speaker's Corner

Question No: 2017/2934

[Andrew Dismore](#)

It has been reported that the Met has banned soap boxes etc from Speaker's Corner, Hyde Park. Given the traditions and importance of Speaker's Corner to London and to free speech, will you investigate this and remove the ban?

[The Mayor](#)

Please see my response to oral MQ 2017/2631.

London Fire Brigade's equipment and personnel resources

Question No: 2017/2936

[Andrew Dismore](#)

Do you consider there needs to be a further urgent review of London Fire Brigade's equipment and personnel resources, in light of the Grenfell Tower fire?

[The Mayor](#)

I have regular meetings with Dany Cotton, the Commissioner of London Fire Brigade, which include discussions about key issues facing the service including resources. I met her again on 27 June to discuss what extra specialist equipment and support the Fire Service might require to keep the capital safe following the Grenfell Tower fire and following that I wrote to the Home Secretary and requested additional funding.

Fire Prevention in London Plan

Question No: 2017/2937

[Len Duvall](#)

How will your London Plan respond to the Grenfell Tower fire?

[The Mayor](#)

My team are currently exploring the role the planning system can play in improving safety. I am aiming to include policy in the new London Plan which seeks to ensure developments are designed to minimise potential risks from fire and other hazards. I am also investigating the potential to introduce policy into the London Plan which ensures that developments are designed to incorporate appropriate safe emergency evacuation for all building users, including disabled people, for example via the use of fire evacuation lifts.

Planning on Housing Estates (1)

Question No: 2017/2938

[Nicky Gavron](#)

How many housing estates have been referred to the Mayor for planning permission since 2008? Please could you provide a list for both refurbished and newly developed estates?

[The Mayor](#)

Officers have been collating available data on referrals of estate regeneration schemes since 2008. This information is now being interrogated in detail to determine whether they are refurbishment or complete renewals and the planning team will provide a list as an update.

Planning on Housing Estates (2)

Question No: 2017/2939

[Nicky Gavron](#)

How many of these housing estates have dedicated 10m² space as set out in the Mayor's SPG Providing for Children's and Young People's Play and Informal recreation. Can you name these, please?

[The Mayor](#)

Officers have been collating available data on referrals of estate regeneration schemes since 2008. This information is now being interrogated in detail to determine whether they are refurbishment or complete renewals and the planning team will provide a list as an update.

Planning on Housing Estates (3)

Question No: 2017/2940

[Nicky Gavron](#)

How is the Mayor's SPG Providing for Children's and Young People's Play and Informal recreation on housing estate being monitored?

[The Mayor](#)

The SPG provides guidance on the implementation of London Plan Policy 3.6.

Implementation and monitoring would be the responsibility of the local authority.

Density (1)

Question No: 2017/2942

[Nicky Gavron](#)

Housing density will need to increase in appropriate locations if the Mayor's 50,000 housing aspiration is to be met. 'A City for all Londoners' suggests there will be a review of housing plans in the Mayor's two Development Corporations. Will there be a similar reappraisal of each of the Opportunity Areas?

[The Mayor](#)

GLA officers are currently undertaking a process of reassessing the Opportunity Areas to understand which should be a priority for support and intervention. This will include understanding the linkages between the Opportunity Areas and major infrastructure projects.

Density (2)

Question No: 2017/2943

[Nicky Gavron](#)

What is the difference between 'inclusive neighbourhoods' and 'lifetime neighbourhoods'?

[The Mayor](#)

The Department for Communities and Local Government define 'lifetime neighbourhoods' as: "...places designed to be inclusive regardless of age or disability.

Inclusive neighbourhoods opens this concept out, in line with the principles of inclusive design to ensure that neighborhoods are welcoming, barrier free and inclusive for everyone. This approach appreciates the difference and diversity London presents, and plans for this from the outset. Ensuring a more cohesive approach, instead of 'dealing with' the needs of individual groups or policy requirements separately at a later stage as an 'add on'. An inclusive neighborhoods approach should result in schemes which have inclusion and people at their core - and provide the right environment and facilities for all Londoners.

Tall buildings (1)

Question No: 2017/2944

[Nicky Gavron](#)

In order to achieve zero carbon or Level 5 of the Code for sustainable homes, tall residential towers may have to be designed more imaginatively in the future. How will you seek to achieve this in the London Plan?

[The Mayor](#)

The Code for Sustainable Homes has been withdrawn by the Government and can no longer be required for new dwellings. The zero carbon target in the London Plan remains in place.

The London Plan requires that applicants demonstrate that the on-site carbon reductions have been maximised before carbon offset payments are made, and designers of tall buildings will need to incorporate best practice energy efficiency measures such as passive design and innovative renewable technologies to meet these minimum requirements.

Tall buildings (2)

Question No: 2017/2945

[Nicky Gavron](#)

Would you consider that there is a case for a much clearer framework on where tall buildings should be located and their height in different contexts and that they should make a positive contribution?

[The Mayor](#)

My new London Plan will ensure that locations for tall buildings and their height will be planned and based on a robust analysis of local evidence and context to identify where tall buildings can make a positive contribution.

Tall buildings (3)

Question No: 2017/2946

[Nicky Gavron](#)

Manchester has a 3D map which allows you to look at tall buildings from multiple angles, is the GLA going to have this facility?

[The Mayor](#)

My planning team are exploring options using for 3D digital modelling as a planning tool for London. Such models offer opportunities for not only visualising proposed buildings but incorporating information about the development that can enhance the analysis and monitoring of development in London. These opportunities also raise many challenges that need to be considered before determining the best route to developing a 3D model, and these will be explored over the coming months.

Heritage (sight lines) (1)

Question No: 2017/2947

[Nicky Gavron](#)

When will you revive plans to part-pedestrianise Parliament Square, and seek to integrate it into the Palace of Westminster and Westminster Abbey UNESCO World Heritage Site?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Heritage (sight lines) (2)

Question No: 2017/2948

[Nicky Gavron](#)

Will you give consideration to a London View Management Framework that focuses not on particular points but rather on unfolding views, which are revealed as one moves through the cityscape?

[The Mayor](#)

The current London Views Management Framework has a number of kinetic views which are intended to operate as the viewer moves through areas. Such views are included in the River Prospect and Town Scape views. The protected silhouettes of the World Heritage Sites are key protected kinetic views.

Improving the understanding and management of these kinetic views will form part of a future review of the London Views Management Framework Supplementary Planning Guidance.

Viability/Affordable Housing (1)

Question No: 2017/2949

[Nicky Gavron](#)

At the October 2016 MQT, in response to a question from Nicky Gavron, the Mayor said “We are giving expertise now in relation to viability [and] we should be thinking about giving help in relation to environmental issues. Can I go away and think about that and talk to my Deputy Mayor [for Environment and Energy], Shirley Rodrigues, and also the Deputy Mayors for Planning and Housing to see how we can do that?” Have you worked out how this can be done?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/07/2017

Since the introduction of the zero carbon homes and offsetting policy in 2016, we have been working closely with boroughs through regular workshops to discuss progress with setting up offset funds, to share knowledge and to offer advice and guidance. As a result of these discussions, we identified that a guiding framework was required to create a consistent approach to selecting projects for offset payments that takes account of local priorities, and provides guidance on addressing additionality, deliverability and carbon cost effectiveness. We expect this to be issued by the end of the year and will be engaging with boroughs on the content.

Viability/Affordable Housing (2)

Question No: 2017/2950

[Nicky Gavron](#)

We know that the GLA has recruited 2 new viability officers. How will the GLA change its work on viability under Sadiq Khan?

[The Mayor](#)

My new viability officers are scrutinising viability assessments to ensure that these are consistent with my guidance and that affordable housing delivery is increased. They are supporting boroughs to take a robust approach to viability testing and are undertaking work to inform the new London Plan which will provide a new policy framework for London.

Viability/Affordable Housing (3)

Question No: 2017/2951

[Nicky Gavron](#)

Will you be issuing guidance to the boroughs in order to ensure conformity on viability?

[The Mayor](#)

My draft Affordable Housing and Viability SPG provides guidance on how viability assessments should be undertaken and will inform boroughs' planning decisions. My team is also working with boroughs to ensure that a consistent approach is taken.

Viability/Affordable Housing (4)

Question No: 2017/2952

[Nicky Gavron](#)

Will the Mayor consider extending the covenant providing affordable housing units in Build to Rent developments to 25 years?

[The Mayor](#)

The Government period in Build to Rent schemes relates to the tenure of the market units. Affordable units in Build to Rent schemes, as for all developments in line with the NPPF, must remain so in perpetuity. In the event that affordable units are changed to market units, the subsidy must be recycled for alternative affordable housing provision.

Air Quality Audits for Schools (1)

Question No: 2017/2953

[Joanne McCartney](#)

Can you update on when the details of the first 50 schools due to receive an Air Quality Audit are due to be published?

[The Mayor](#)

I am in the final stages of the selection process and will be announcing the names of all 50 primary schools selected for a school's air quality audit later this summer. This follows engagement with the London boroughs and schools to ensure a fair and transparent process.

Air Quality Audits for Schools (2)

Question No: 2017/2954

[Joanne McCartney](#)

Which schools in Enfield & Haringey are due to receive an Air Quality Audit ?

[The Mayor](#)

I am in the final stages of the selection process and will be announcing the names of all 50 primary schools selected for a school's air quality audit later this summer.

Please refer to response in MQ 2017 / 2953.

Knife Crime

Question No: 2017/2955

[Joanne McCartney](#)

Given the increase in knife crime in Enfield & Haringey, what extra resources have you made available in these boroughs to enable the police and other partners to be able to respond to this issue?

[The Mayor](#)

We will provide an additional £250,000 community seed funding for grass-roots activities across London. A process to access this funding will be put in place. It is possible that community groups from Enfield and Haringey may be successful in accessing this.

We will also ensure that all Borough Commanders work with their Community Safety Partnerships (CSPs) to have in place local knife crime plans that will drive activity using Borough resources and to ensure that focused work is undertaken with communities and partnerships. This will be supported by a new knife crime data dashboard to be developed by MOPAC. The dashboard will enable public transparency and monitoring of knife crime related data.

Cuts plan for North Central London NHS - Enfield & Haringey

Question No: 2017/2956

[Joanne McCartney](#)

A 31 page internal NHS cuts plan to plug the £183.1m budget gap in North Central London NHS uncovered by The Guardian would mean patients in Enfield & Haringey, as well as Barnet, Camden and Islington, waiting even longer for operations, patients being denied access to an increased number of treatments, cuts to financial support for patients with serious, long term conditions including brain damage, downgrading or closure of hospital units and doctors spending less on drugs. Clinicians and NHS staff have expressed deep concern, with the Royal College of Surgeons calling the changes "devastating" to healthcare provision. Will you join me in calling for an immediate halt to the implementation of these plans until a full consultation can take place and residents' views can be heard and the plans can be properly scrutinised and debated in public and will you raise these concerns with Government?

[The Mayor](#)

Please see my response to Oral MQ 2017/2919.

Camberwell Grove

Question No: 2017/2957

[Florence Eshalomi](#)

Camberwell Grove Bridge has been closed for some time. The issues surrounding the bridge are admittedly complicated, with network rail, TfL and Southwark Council all being involved. However for the daily life of the residence this prolonged uncertainty is frustrating. Quietway 7 is going ahead despite local concerns over safety. Can you outline what consultations and traffic calming measure you have proposed for the Camberwell Grove and Champion Hill section of the Quietway 7?

[The Mayor](#)

The London Borough of Southwark intend to carry out strengthening works in conjunction with Network Rail to raise the capacity of the bridge to 3.0 tonnes to allow one-way alternate operation.

This does not necessarily mean that this is how the bridge will be used in future but it is good practice and makes sure Southwark can take advantage of proposed Network Rail works to significantly reduce the total cost. This will then provide the option to either open the bridge to some motor vehicle traffic or maintain the current closure to limit traffic flows on Camberwell Grove. Importantly, full access for pedestrians and cyclists will be maintained during the strengthening works.

The borough intends to consult all affected residents and interest groups in September 2017, with presentations to the Camberwell, and the Peckham and Nunhead Community Councils at their next meetings on 20 September 2017. Throughout the closure, the borough has been monitoring the traffic volumes, levels and speeds on Camberwell Grove, as well as the diversion routes, to evaluate the impacts and to help identify possible improvements.

The future traffic arrangements for the bridge will take into account not just the potential impact of the bridge closure or restrictions on traffic flows in the area, but also the various other traffic management, traffic safety and local improvement schemes, including Quietway 7.

The final layout and traffic arrangements will be subject to consultation.

London Bridge Attack

Question No: 2017/2958

[Florence Eshalomi](#)

After the shocking events on London Bridge and Borough Market places like Lambeth and Southwark are looking across the boroughs looking for potentially vulnerable areas. What extra help and resources are you giving to Lambeth and Southwark to help them fight terrorism?

[The Mayor](#)

The MPS has undertaken protective security reviews at key iconic sites, crowded places and major events across London, including Lambeth and Southwark. This has resulted in additional security measures, such as hostile vehicle mitigation barriers now in place across all eight central London bridges. The Counter Terrorism Command continues to provide support to all 32 boroughs in response to a terrorist threat or incident.

My Deputy Mayor for Policing and Crime is also working with leads across London to ensure that hostile vehicle mitigation is reviewed going forward.

Air Quality in Lambeth

Question No: 2017/2959

[Florence Eshalomi](#)

Last Month Lambeth held a Clean Air Week to highlight the Air pollution issues in the Borough. What help are you giving Lambeth Residence to clean up their air?

[The Mayor](#)

We support all boroughs by providing the statutory London Local Air Quality Management framework. This includes extensive technical guidance, bespoke pollution maps, and breakdowns of the sources of pollution in each borough, to help them with fulfilling their statutory duties.

Boroughs are also supported in a number of other ways, for example:

All boroughs are provided with funding for Healthy Streets improvements through their Local Implementation Plans (LIP). Lambeth's LIP allocation for 17/18 is £4,208,000.

All boroughs can apply for specific air quality funding through the Mayor's Air Quality Fund (MAQF). In this round of the MAQF Lambeth are participating in three projects which have been awarded over £900,000 in total; these are an idling project, a construction project and a freight consolidation project.

Many boroughs are also benefitting from my 12 new Clean Bus Zones. One of these is scheduled for Lambeth - it will extend from Brixton Hill via Stockwell Road and Streatham High Road to Streatham Place.

I am providing comprehensive air quality audits for 50 of our most polluted primary schools across London, and two of Lambeth's schools will benefit from an audit.

I have also recently announced a new Mayor's Air Quality Business Fund, which is offering £1m for five new Business Low Emission Neighbourhoods for locations across London, and we encourage Business Improvement Districts and businesses in Lambeth to work with the council to develop an application.

Bus cages in Stamford Street

Question No: 2017/2960

[Florence Eshalomi](#)

I have been in correspondence for some time with local residents regarding the issue of coach parking in Stamford Street, SE1. They have been living with increased noise and air pollution. 'Now that the London Nautical School no longer requires Anderson's coaches to stop at Stamford Street, will you reduce the bus cages on either side of the road to the original positions and sizes? This will have them accommodate one bus only as there is only one bus service along this route? The ideal outcome is to have the bus stops reduced back to their previous length to reduce pollution, anti-social behaviour and disturbance to reside

[The Mayor](#)

TfL reviewed the bus cage usage in Stamford Street in 2015 and the cage, which previously allowed coaches to serve the London Nautical School, was subsequently made smaller.

The other bus cages on Stamford Street were extended before 2014 to meet current accessibility requirements. Making other cages smaller on Stamford Street is unlikely to deter coaches from using them. I understand that TfL met you earlier this year to confirm this and that they will continue to monitor the situation.

While legally coaches are permitted to use bus cages on the TfL Road Network to board and alight passengers, TfL is working with the coach industry to influence driver and passenger behaviour - for example, to reduce cases of coaches parking for longer periods than permitted.

West Ealing Station Works

Question No: 2017/2961

[Onkar Sahota](#)

Will the Mayor confirm when work is due to commence and conclude at West Ealing Station for its upgrade to serve Crossrail, given progress appears to be slow ahead of the projected new Crossrail trains serving the station in less than a year?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

The Crossrail programme is 85 per cent complete. The new tunnels and stations through central London and Docklands are on schedule to open as planned in December 2018 as the Elizabeth line.

Network Rail is a key partner in delivering the Crossrail project and we remain heavily reliant on them to upgrade the existing railway and stations in east and west London in preparation for Elizabeth line services.

As a result of Crossrail works for the Elizabeth line, passengers and residents in Ealing are already seeing real improvements to their train service. The recent commissioning of a new

flyover at the junction to Heathrow and a new 'dive-under' at Acton have added much needed capacity, improving the reliability of services. The electrification of the line to Maidenhead and a new lengthened bay platform at Hayes & Harlington has also allowed for the new Great Western Railway electric services to Paddington, providing over 1,000 seats into Paddington at the busiest times.

Network Rail's programme of work so far has focused on ensuring the operational railway is successfully delivered on time. They are currently working on platform extensions so that these can be completed and the necessary equipment installed on the platforms to enable testing of the new Elizabeth line trains before they start running between Paddington and Heathrow next year. These trains are already in service for TfL Rail on what will become the eastern end of the Elizabeth line.

Even with all that progress, the major station upgrades at West Ealing and other stations in west London have proved to be a significant challenge for Network Rail and it has taken longer than expected for them to complete the design and planning approvals.

Although Network Rail has assured Crossrail Ltd that these upgrades will be finished by December 2019 when Elizabeth line through services start from Reading, Maidenhead and Heathrow, I am concerned about the delays to both the Crossrail works and the Gospel Oak to Barking electrification programme. It really is not good enough but at a recent meeting to discuss these issues, Mark Carne, the chief executive of Network Rail has given his assurance that Network Rail is doing everything it can to get these projects back on track.

E9 Double Deckers on Ayles Road

Question No: 2017/2963

[Onkar Sahota](#)

Will the Mayor commit to reviewing the use of the residential Ayles Road one way loop at the western terminus for the E9 bus, given that the bus has subsequently been upgraded to permanently run double decker vehicles?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/07/2017

Route E9 was converted to double decker operation in May 2016 in response to capacity pressures. This change followed a service review, route test and consultation. The local stops are used by approximately 750 passengers per day. Unfortunately there are no obvious alternative ways of serving the Ayles Road area.

Heathrow & The Queens Speech

Question No: 2017/2964

[Onkar Sahota](#)

What is the Mayor's assessment of the absence of Heathrow's proposed expansion from the Queen's Speech, and will he provide an update on his discussions with the Government on plans to mitigate its impact on West London?

[The Mayor](#)

I understand the Government did not include expansion of Heathrow in the Queen's Speech because no vote is required for the designation of the National Policy Statement (NPS) on airport capacity.

I have submitted a comprehensive response to the consultation on the NPS as well as raising Heathrow expansion in my response to the draft national air quality strategy. My officers continue to meet with Government to try to address our concerns about the impacts of a third runway.

Nonetheless, this is a good opportunity for the Government to take stock and reconsider its options. It is yet to be demonstrated how a new runway can be delivered at Heathrow without dire noise and air quality impacts - as well as very significant impacts on the surface access network. There are still questions about how the scheme will be funded and delivered in the proposed timeframe.

Policing & Crime: Police Station - Front Counters

Question No: 2017/2965

[Navin Shah](#)

Former Mayor has already replaced front counters with 'contact points'. Press reports indicate plans to shut half of police station counters. Can you please confirm if this is true? If it is, please explain how this will work in terms of accessibility locally to report incidents and how this will help when crime is on the rise and there's immense fear in the community with incidents of terrorism?

[The Mayor](#)

I have recently published a consultation on public access that is available here: <https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/mopac-consultations/share-your-views-accessing-met?source=vanityurl>

Policing & Crime: Merger of Borough Commands

Question No: 2017/2966

[Navin Shah](#)

As it is I'm sceptical of the merger of Borough Commands but given the increase in terror attacks and the dire need for visible local policing and local intelligence, it makes no sense in dismantling borough level policing structures. Is there any chance that you'd be prepared to review the ill-conceived plans founded under the former Mayor?

[The Mayor](#)

The borough mergers currently being tested in Camden & Islington (North) and Barking & Dagenham, Havering and Redbridge aim to strengthen local policing. Providing a greater focus on:

- increasing the number of dedicated ward officers within neighbourhood policing, working to locally set priorities;

- increasing the number of dedicated schools and youth officers;

- enabling first responding officers in the majority of cases to take responsibility for the end to end management of the case and thus improving victim care and confidence;

- protecting the most vulnerable by bringing together local services relating to domestic abuse, mental health and missing persons with currently centralised sexual offence investigation and child protection to provide a joined up, accessible and local specialist service;

These changes are designed to improve the overall service to Londoners whilst operating within a challenging financial context due to Government cuts.

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

Policing & Crime: Safety and Reassurance

Question No: 2017/2967

[Navin Shah](#)

With the spate of terror attacks there is a great degree of anguish and concerns of safety at individual level as well as of public facilities such as community centres and places of worship. What is being done to promote reassurance and safety of places of worship?

[The Mayor](#)

Following the attack on a faith establishment in Finsbury Park, the MPS and NCTPHQ lobbied government to reopen the places of worship funding scheme. The Home Office has announced a new scheme specifically in relation to vulnerable faith institutions. Bidding is open from 30th June to 17th August. I am writing to all boroughs to promote this across London.

Local police have also been in regular contact with faith premises in their boroughs, offering advice and reassurance as well as encouraging reporting of hate crime.

MPS Digital Investigation Unit (1)

Question No: 2017/2968

[Navin Shah](#)

The London Child Exploitation Needs Assessment found that: 'Online risks through social media are poorly understood and as a result there is limited identification of children & young people at risk of child sexual exploitation through this medium'. What is being done to address this?

[The Mayor](#)

MOPAC is committed to working with local Boroughs to improve the identification of young people at risk of Child Sexual Exploitation (CSE). MOPAC has identified as promising practice the work of specialist analysts using open-source intelligence such as social media to safeguard proactively young people; the intention is to replicate this more widely. Following publication of the Needs Assessment, MOPAC has worked closely with MBARC and stakeholders to understand better the complex challenge of identifying those at risk of CSE.

The Metropolitan Police Service is delivering training about online exploitation to all officers investigating CSE and Safer Schools officers are delivering online safety advice directly to young people.

MPS Digital Investigation Unit (2)

Question No: 2017/2969

[Navin Shah](#)

Do the Met police have the detective capability it needs to thoroughly investigate all instances of child sexual exploitation?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/07/2017

Child sexual exploitation provides a significant challenge for the police service, particularly due to the scale of exploitation and its occurrence and facilitation online. The MPS provides a positive investigative response to victims reporting CSE, as well as specialist proactive investigation. Work is being undertaken to increase the availability of detective resources. However, a flexible approach is also being taken to ensure that uniformed police constables are able to support investigative efforts, making the most of available resources.

Knife & Violent Crime

Question No: 2017/2970

[Navin Shah](#)

I reiterate my concerns about violent crime - particularly knife crime incidents we've faced in Brent this year. Locally, Brent Council is proactively working to address this issue but what help can we expect at local level from Mayor's strategy to tackle knife crime due to be launched shortly? How will the Boroughs like Brent and Harrow benefit directly from the Mayor's strategy?

[The Mayor](#)

On 27 June, I launched London's first Knife Crime Strategy. The strategy focuses on:

- Targeting lawbreakers;
- Offering ways out of crime;
- Keeping deadly weapons off our streets;
- Protecting and educating young people;
- Standing with communities, neighbourhoods and families against knife crime; and
- Supporting victims of knife crime.

The Strategy recognises the disproportionate impact that knife crime has on particular areas and communities across London, and provides seed funding for community groups to support them in finding local solutions to the issue. It also commits to intervening earlier with children and young people, incorporating a prevention campaign with toolkits for schools, community and faith groups, and materials for parents. And where necessary, the strategy advocates for a tough response to persistent and violent offenders.

Each police borough now has its own knife crime action plan which will deliver a holistic response. Brent and Harrow have Risk Management Units, consisting of the police and other agencies such as the local authority, meeting daily to discuss high risk children and young people involved in gangs, domestic abuse, child sexual exploitation and missing children.

Schools and police meet regularly to share information. In the school holiday run-up, schools officers across London are giving knife awareness and safety presentations in schools. Knife wands will be made available to every school in London. Police Cadets will conduct test purchase knife operations over the summer. Dedicated "weeks of action" against knife-crime offenders will now take place monthly.

Sharing of Data: Health Service and Police

Question No: 2017/2971

[Navin Shah](#)

What is being done to share data between Met police and A&E / Health Service to predict and address violence?

[The Mayor](#)

Over the past 2 years MOPAC has led the London Information Sharing to Tackle Violence (ISTV) Programme, which has developed the tools, processes and training to support effective data sharing and analysis.

This very successful programme of work has seen data sharing between Emergency Departments (EDs) and Community Safety Partnerships (CSPs) increase from a baseline of 4 (Department of Health Audit, 2014) to 29 all agreeing to share and 27 doing so on a consistent basis.

As outlined in the newly published Knife Crime Strategy: www.london.gov.uk/knife-crime, ISTV is part of a plan of action to tackle knife crime in our capital.

Residential Blocks - External Cladding: Audit and Assessment

Question No: 2017/2972

[Navin Shah](#)

According to local and national media there are hundreds of blocks of flats with cladding systems. Whilst steps are being taken by local authorities and some direction(s) emerging from Government, will you be addressing this issue on a Londonwide basis to ensure that there is a central register with accurate audit of numbers and data re the status of cladding systems including flammability etc. professionally assessed and recorded?

[The Mayor](#)

My officers have been assisting Government in this data collection exercise, using City Hall's close working relationships with London's local authorities, housing associations and the London Fire Brigade.

Residential Blocks - External Cladding: Remedial / Replacement

Question No: 2017/2973

[Navin Shah](#)

What steps would you be taking to ensure that those responsible to replace / undertake remedial work to render cladding safe from fire do undertake the work urgently and that the works comply with the British Standards, the Building Regulations and other statutory requirements?

[The Mayor](#)

My team at City Hall has been in direct contact with local authorities and housing associations in London about their progress identifying unsafe cladding. I have also been urging Government to provide clear guidance and resources for landlords to go through this process of checking cladding and make their buildings safe. I have no role in the enforcement of the British Standards, Building Regulations and other statutory requirements.

New High Rise Residential Blocks: London Plan

Question No: 2017/2974

[Navin Shah](#)

Will you be considering any additional policies in the new London Plan to eliminate fire risk in high rise blocks? Can you give an indicative idea of what this may cover?

[The Mayor](#)

My team are currently exploring the role the planning system can play in improving safety. I am aiming to include policy in the new London Plan which seeks to ensure developments are designed to minimise potential risks from fire and other hazards. I am also investigating the potential to introduce policy into the London Plan which ensures that developments are designed to incorporate appropriate safe emergency evacuation for all building users, including disabled people, for example via the use of fire evacuation lifts.

New High Rise Residential Blocks: New Developments

Question No: 2017/2975

[Navin Shah](#)

Is there any way you can influence development of new high-rise blocks under construction or ones with planning consent such as the ones on Palmerston Road Harrow to ensure that they have the right specification and thorough structure for post-contract inspections to ensure that all fire safety requirements are complied with?

[The Mayor](#)

Planning permission cannot be altered for a building once it has been granted. The London Fire Brigade (LFB) inspect buildings to ensure they are compliant with the fire safety regulations (Regulatory Reform (Fire Safety) Order 2005). The LFB have one of the most proactive fire safety audit programmes in the country. However, Fire authorities have to rely on the building regulations system to produce safe buildings. The Grenfell Tower fire raises questions about the current building regulations. I welcome the Government's decision to establish an independent expert advisory panel to identify immediate measures that can be taken to make buildings safe, and I am calling for a full and comprehensive review of the Building Regulations system.

Automatic Sprinklers

Question No: 2017/2976

[Navin Shah](#)

Are you supportive of provision of automatic sprinklers in residential blocks (new and retrofitting) and other public buildings such as care homes, schools etc.? Should this be made compulsory? Would you support moves to make them compulsory as Part B requirement(s) of the Building Regulations?

[The Mayor](#)

I am supportive of provision of automatic sprinklers, but they need be considered as part of a holistic package of fire safety measures in buildings. We need a full and comprehensive review of the Building Regulations. It must be fully resourced, open and transparent, and address the current confusion and lack of clarity around the technical requirements of the Regulations, as well as whether the standards themselves are fit for purpose in terms of ensuring the safety of people in our buildings. It is essential that this review looks into the provision of automatic sprinkler systems in a range of buildings.

Fire Safety of Public Buildings

Question No: 2017/2977

[Navin Shah](#)

Whilst we are quite rightly concerned about fire safety of high-rise/tower blocks should we also not be addressing fire risks faced by other uses such as multiple occupancies, hostels, care homes and public buildings such as schools, community facilities etc. which may equally have fire risks such as suspect cladding, breach of compartmentation, inadequate means of fire escape etc.? What can the Mayor do to assist?

[The Mayor](#)

It was right that high rise residential blocks were prioritised in the initial stages of this work, due to the risks they present - and my officers have been helping with that work. I agree with you that we need to ensure that all buildings are safe in the event of fire. Therefore, I welcome the Government's decision to establish an independent expert advisory panel that will provide clear advice on wider issues of testing. I have written to the Prime Minister urging Government to act speedily on their recommendation, and offering my team to assist in any way they can.

Bakerloo Line: Carriages

Question No: 2017/2978

[Navin Shah](#)

I get regular complaints from my Brent and Harrow constituents about the poor state of carriages which are old and in dire need of replacement. We have been patient and waited long enough. Can you let me know what your timetable is for a complete refurbishment/upgrade of Bakerloo line trains as part of TfL's refit programme?

[The Mayor](#)

TfL plans to modernise the Bakerloo line as part of the Deep Tube programme and will begin to introduce new signalling and trains on the line from the late 2020s.

In advance of this, TfL is carrying out a range of works to extend the life of the Bakerloo line fleet, making sure that the trains can continue to provide a good service until the line is modernised. As part of this TfL has recently replaced all of the seat cushions and fabric with a new moquette fabric.

TfL will begin work in July to improve internal parts of train carriages. This includes replacing and/or repairing several parts of the interior. The work is scheduled to be completed by the end of the year.

By mid-2018, TfL is planning on installing LED lighting throughout the train carriages and by the end of 2019 all structural repairs to the fleet will be completed. These improvements will include two wheelchair bays in each carriage, additional hand poles and a public information system that announces the next station as it approaches.

Alperton Station: Overbridge

Question No: 2017/2979

[Navin Shah](#)

Ealing Road including the site of Alperton Station is part of Brent's plans to regenerate the area. The overbridge acts as a gateway to the Ealing Road. Can TfL take urgent measures to clean up and restore the overbridge which is an eyesore?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/07/2017

TfL inspected the overbridge in March 2016 and found it to be in good structural condition. This inspection identified a requirement for some maintenance works to the drainage system. These works will be carried out within the current financial year.

TfL does not currently have any further plans for a refurbishment of the overbridge.

Alperton Station: Regeneration

Question No: 2017/2980

[Navin Shah](#)

At a recent joint site visit with Brent Council and the GLA to look at regeneration of high streets I noticed that TfL owned units at the station are still not let? What is the reason for this? These have been vacant for a couple of years. What is the timetable for their occupancy? Can you also let me know why refurbishment plans to revamp the station forecourt have fallen through? Has TfL's partnership work with Brent Council for regeneration failed? Why?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 31/08/2017

TfL is investing to improve the quality of its retail estate to increase revenues and ensure stations provide the goods and services customers need.

In December 2014, leases on the retail units outside Alperton Tube station were brought to an end ahead of a project to improve the public realm outside the station and refurbish the units. This refurbishment work included vital investment to prevent water getting into the retail units as well the reinstatement of traditional shop frontages.

I am pleased to say this work is now complete, and all but one of the units are occupied. I understand TfL has received a number of offers for the one remaining unit and expects a lease will be agreed shortly.

TfL is now examining how it carries out refurbishment works on its commercial units to ensure that necessary improvements can be carried out while allowing tenants to continue trading whenever possible, and that it takes vacant possession only where and when necessary for the works to take place.

Alongside this refurbishment, TfL worked with Brent Council to assess the viability of regenerating the station forecourt. Following this assessment, it was agreed that major changes were not possible at this time as TfL would have needed to permanently relocate the bus turning circle at the front of the station and that would have led to a poorer service for bus passengers.

Policy for disposal of Transport for London land - small sites (1)

Harrow On the Hill Station: Step-free Access

Question No: 2017/2981

[Navin Shah](#)

What progress has been made to implement step-free access agreed with me last year? I'm worried about the deafening silence from TfL! Having lobbied the previous mayor for 8 years and having funding granted by the current Mayor I don't want to see the scheme falter.

[The Mayor](#)

I want to create a city that is accessible for all Londoners. That is why I am investing more in improving station accessibility than my predecessor. Harrow-on-the-Hill Tube station is one of the first stations to be confirmed for step-free access under my £200m step-free accessibility programme, which will make over 30 Tube stations step free over the next five years.

Design work has started for Harrow-on-the-Hill and preparatory work will begin this summer, to be followed by works on site towards the end of 2017. The installation of lifts is expected to be complete by early 2020. I have asked TfL to keep you updated as the work progresses.

Night Tube Noise Complaints.

Question No: 2017/2982

[Navin Shah](#)

I understand that the number of complaints about noise from passing tube trains has gone up considerably since 2012. Night tube service seems to have worsened the problem. Can you let me have data re complaints of noise pertaining to Jubilee Line serving Brent and Harrow areas and how you've responded to them?

[The Mayor](#)

Overall, less than 40 per cent of the noise complaints to Transport for London (TfL) in 2016 related to noise from passing trains.

In advance of Night Tube, TfL wrote to over 250,000 residents and businesses as well as meeting noise action groups, councillors, borough officers and other stakeholders across London. This was to ensure that anybody who wanted to report a noise issue was aware of the best way to contact TfL and lodge their complaint. TfL established a more effective end-to-end process to manage complaints and to deliver targeted engineering solutions, where possible.

TfL has received six complaints from residents close to the Jubilee line in Brent and Harrow. Of these, five are close to Canons Park station and one is close to Kingsbury station. On investigation of the noise at Canons Park, TfL decided to replace rail and remove joints. Feedback from residents and the data collected by TfL indicate that this has successfully reduced noise.

The issue at Kingsbury is more difficult to solve as noise levels are lower and there is a limit to what can be done to significantly reduce it further. TfL has assured the affected resident that it will maintain the track to make sure that noise remains as low as possible, and urged them to report any changes in the situation.

Broadband as the Fourth Utility

Question No: 2017/2983

[Navin Shah](#)

London's broadband is unfit for a global city. What are the Mayor's views on the UK system of broadband provision and how can the GLA, through funding, the London Plan and its Chief Digital Officer, achieve a step-change in delivering super-fast fibre, and how can the Mayor ensure existing communities benefit from faster speeds as a result of new housebuilding and large-scale regeneration?

[The Mayor](#)

In my manifesto I committed to improving our connectivity, making it a priority to tackle London's 'notspots'.

I am recruiting a small dedicated team to tackle areas of London that remain with poor or zero Internet connectivity. It will work with residents and businesses and the large number of providers of connectivity services to put together packages that will work for both sides, including making sure that wider communities benefit from regeneration.

I am working to ensure that wayleave agreements - legal agreements that allow tenants to get connectivity installed on their landlords' premises - are easier to conclude and fit for mobile telephone infrastructure as well as fixed broadband.

I am also ensuring easier access to public sector property to install and maintain digital infrastructure - masts, cables etc., and I am seeking to update the planning status and requirements for digital connectivity to recognise that it is as essential to Londoners' modern lives as water and electricity.

Bike hire schemes

Question No: 2017/2987

[Fiona Twycross](#)

Would adopting technology similar to that recently launched in Manchester allow a more rapid roll out of bike hire schemes in London?

[The Mayor](#)

I am interested in the new technology launched in Manchester. Transport for London is talking to the companies behind this to explore the technology and discuss new ideas.

Digital Talent programme

Question No: 2017/2988

[Fiona Twycross](#)

Can you provide an update on your Digital Talent programme?

[The Mayor](#)

In June I launched two calls for applications to fund new training in digital, technology and creative occupations for young people aged 16-24 years old as part of my Digital Talent Programme.

We're offering funding for up to £100,000 to help skills providers setup and provide new, non-accredited 'bootcamp' (8-24 weeks) training opportunities.

We are also offering funding of up to £500,000 to help set up and provide new training opportunities for young people aged 16-24 years old to move into employment, education or training. This opportunity is 50/50 match funded by the European Social Fund.

Construction Academy

Question No: 2017/2989

[Fiona Twycross](#)

Can you tell me how your Construction Academy will increase the number of underrepresented groups in construction?

[The Mayor](#)

I plan to launch a prospectus requesting expressions of interest from potential stakeholders in my Construction Academy Scheme later this year. The Scheme will aim to increase the numbers of underrepresented groups working in the construction sector and the prospectus will set out that our partners will be required to address how they will do this in their applications.

Weak wage growth

Question No: 2017/2990

[Fiona Twycross](#)

The governor of the Bank of England Mark Carney has warned that leaving the European Union is likely to make people poorer. What action can be taken to mitigate living standards decreasing in London as a result of Brexit?

[The Mayor](#)

I'm hoping to see a more pragmatic and flexible approach from the Government now that the negotiations have begun.

The goalposts have moved. Continued membership of the Single Market is our best chance to protect the strength of London's economy. Within the Single Market London's key sectors can continue to trade with the EU, free from tariff or non-tariff barriers, and continue to access the talent they need for growth.

Apprenticeships in London (1)

Question No: 2017/2991

[Fiona Twycross](#)

Can you provide me with a breakdown of apprenticeships started in London, by sector, further broken down by level and academic year quarter for 2016/17 to date?

[The Mayor](#)

I believe my officers have already contacted you on this matter.

Apprenticeships in London (2)

Question No: 2017/2992

[Fiona Twycross](#)

Can you provide me with a breakdown of apprenticeships started in London, by sector, further broken down by level and broken down again by age by academic year quarter 2016/17 to date?

[The Mayor](#)

Please see my response to MQ 2017/2991.

Apprenticeships in London (3)

Question No: 2017/2993

[Fiona Twycross](#)

Can you provide me with a breakdown of apprenticeships started in London, by sector, further broken down by level and broken down again by gender by academic year quarter 2016/17 to date?

[The Mayor](#)

Please see my response to MQ 2017/2991.

Apprenticeships in London (4)

Question No: 2017/2994

[Fiona Twycross](#)

Can you provide me with a breakdown of apprenticeships started in London, by sector, further broken down by level and broken down again by ethnicity by academic year quarter 2016/17 to date?

[The Mayor](#)

Please see my response to MQ 2017/2991.

Apprenticeships in London (5)

Question No: 2017/2995

[Fiona Twycross](#)

Can you provide me with a breakdown of apprenticeships started in London, by sector, further broken down by level and broken down again by disability by academic year quarter 2016/17 to date?

[The Mayor](#)

Please see my response to MQ 2017/2991.

Arts Council England Funding (1)

Question No: 2017/2996

[Fiona Twycross](#)

What impact do you expect the Arts Council England reallocation of funding away from London will have on the city's cultural and creative industries?

[The Mayor](#)

Arts Council England and local authority budgets have seen drastic cuts since 2010, the results of which have been felt profoundly across the capital. Some London boroughs have the lowest levels of arts participation in the country. Add to this the fact that sponsorship is falling rapidly, artist workspace is declining and music venues are closing down. The health of London's arts sector is more fragile than many realise.

However, culture and the creative industries are one of London's success stories, generating £42bn a year for the economy and accounting for one in six jobs. Cuts to investment in London's culture will impact the whole country.

Culture is also the DNA of the city. It is the glue that binds us together. It has the power to transform communities and to bring people closer together. Now, more than ever, there is a pressing need to invest in, and celebrate, London's unique and diverse cultures.

I have written to the Secretary of State for Digital, Culture, Media and Sport to raise my concerns about Arts Council funding cuts in London.

Arts Council England Funding (2)

Question No: 2017/2997

[Fiona Twycross](#)

Do you anticipate the reallocation of funding away from London is an indication of future funding plans?

[The Mayor](#)

Arts Council England has only recently announced details of its four-year national portfolio funding decisions.

I am committed to ensuring that London does not lose out, and that its strength as a cultural capital is not undermined. Investment in London's culture benefits the whole country. The capital's cluster makes the industry more productive and allows the UK to compete on the global stage.

I do not want this round of funding decisions to be part of a trend. I have written to the Secretary of State for Digital, Culture, Media and Sport to raise my concerns about Arts Council funding cuts in London.

Arts Council England Funding (3)

Question No: 2017/2998

[Fiona Twycross](#)

Do you feel the reallocation of funding away from London is part of a wider programme to move cultural assets and funding to other regions as hinted at in the Conservative Party's manifesto? For example the proposal to move Channel 4 outside the capital?

[The Mayor](#)

Investment in London's cultural institutions benefits the whole country. The capital is home to national organisations who work across the country, with some attracting over half of their audiences from outside London and delivering programmes that reach all corners of the country. In addition, many organisations choose to be based in the capital but work mostly outside London, through touring and co-productions.

While I support investment in culture across the whole of the UK, it is important that London's position as our cultural capital is not undermined. The capital drives the creative economy and this allows both London and the UK to compete on the global stage. Channel 4 leaving London would be a great loss to the city.

Arts Council England Funding (4)

Question No: 2017/2999

[Fiona Twycross](#)

What plans do you have to promote London's Arts & Culture in light of the reallocation of funding?

8

[The Mayor](#)

I will continue to advocate publicly for the importance of culture to London and the UK.

I will put my draft vision and strategy out to consultation by the end of the year and will publish the Culture Strategy in 2018. Promoting our world class culture will be at the heart of my strategy.

In addition, I recently met with the Secretary of State for Exiting the European Union to make the case for culture in relation to Brexit and will continue to do so.

I am working with London and Partners to promote the capital's arts and culture and have placed culture at the heart of my #LondonIsOpen campaign.

I am committed to funding a Production and Export programme to promote the creative industries. This programme will deliver £125 million of new investment into films; £100 million of new investment into TV and animation; £97 million in new orders for fashion businesses; and £21 million in exports for design companies. I will also continue to support Games London which is delivering £23 million in new investment into games businesses and the new London Games Festival.

I also recently launched the London Borough of Culture competition which will promote the arts and culture of different boroughs.