AGENDA

Meeting  London Assembly  
(Mayor's Question Time)

Date  Thursday 17 May 2018

Time  10.00 am

Place  Chamber, City Hall, The Queen's Walk, London, SE1 2AA

Copies of the reports and any attachments may be found at https://www.london.gov.uk/mayor-assembly/london-assembly/whole-assembly

Most meetings of the London Assembly and its Committees are webcast live at www.london.gov.uk/mayor-assembly/london-assembly/webcasts where you can also view past meetings.

A meeting of the Assembly will be held to deal with the business listed below.

Jennette Arnold OBE AM  
Tony Arbour AM

Wednesday 9 May 2018

This agenda is being published ahead of the Annual Meeting of the London Assembly on 10 May 2018. The Assembly will be asked to elect the Chair and Deputy Chair of the Assembly for 2018/19 at that meeting.

Further Information
If you have questions, would like further information about the meeting or require special facilities please contact: andrew.nathan@london.gov.uk, Tel: 020 7983 4997; Email:andrew.nathan@london.gov.uk

For media enquiries please contact: Alison Bell; Telephone: 020 7983 5769; Email: alison.bell@london.gov.uk; Minicom: 020 7983 4458. If you have any questions about individual items please contact the author whose details are at the end of the report.

This meeting will be open to the public, except for where exempt information is being discussed as noted on the agenda. A guide for the press and public on attending and reporting meetings of local government bodies, including the use of film, photography, social media and other means is available at www.london.gov.uk/sites/default/files/Openness-in-Meetings.pdf.

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Proper Officer: Ed Williams, Executive Director of Secretariat.
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Haddii ama ama qof aad taqaanid, uu ugu baahan yahay koobiga ajendhada, haddaladdi ama warbixinta in far waaweyn loogu goro ama farta gofka indoolaha akhrin karo, amaba luuqad kale, faadlan naa soo wac telefoonkan 020 7983 4100 ama email assembly.translations@london.gov.uk.

Ta ba ri enikeni ti o ba ni ife ni eda ewe nla ti igbimo awon asoju tabi papa julo ni ede ti abinibi won, ki o kansiwa lori ero ibanisoro. Nomba wa ni 020 7983 4100 tabi ki e kan si wa lori ero assembly.translations@london.gov.uk.
1 **Apologies for Absence and Chair's Announcements**

To receive any apologies for absence and any announcements from the Chair.

2 **Declarations of Interests** *(Pages 1 - 4)*

The Assembly is recommended to:

(a) Note the list of offices held by Assembly Members, as set out in the table at Agenda Item 2, as disclosable pecuniary interests;

(b) Note the declaration by any Member(s) of any disclosable pecuniary interests in specific items listed on the agenda and the necessary action taken by the Member(s) regarding withdrawal following such declaration(s); and

(c) Note the declaration by any Member(s) of any other interests deemed to be relevant (including any interests arising from gifts and hospitality received which are not at the time of the meeting reflected on the Authority’s register of gifts and hospitality, and noting also the advice from the GLA’s Monitoring Officer set out at Agenda Item 2) and to note any necessary action taken by the Member(s) following such declaration(s).

3 **Mayor's Report** *(Pages 5 - 62)*

The Assembly is recommended to note the Mayor’s Report covering the period from 9 March 2018 to 3 May 2018.

A list of all the decisions taken during the same period is attached, for Members only, on pages 45 to 62, as a background complementary paper to the Mayor’s Report (and as previously published). This document can also be downloaded at: [http://www.london.gov.uk/mayor-assembly/london-assembly/whole-assembly](http://www.london.gov.uk/mayor-assembly/london-assembly/whole-assembly)

4 **Questions to the Mayor**

(To be circulated separately)

**Part A:**
The Assembly will put questions to the Mayor.

**Part B:**
Motion submitted in the name of the Chair:

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

(The list of questions to be put to the Mayor can also be downloaded at: [http://www.london.gov.uk/mayor-assembly/london-assembly/whole-assembly](http://www.london.gov.uk/mayor-assembly/london-assembly/whole-assembly))
5  **London Assembly - Mayoral Strategy Meeting**

The Mayor is currently in the process of refreshing his statutory strategies. In accordance with section 42(B) of the GLA Act, where the Mayor has prepared, and is ready to publish, a draft of any of the strategies listed at section 41 of the GLA Act, the Mayor is required to lay a copy of the draft before the Assembly, in accordance with the standing orders of the Authority.

The Mayor’s Final Draft Housing Strategy is expected to be published shortly and the Assembly is asked to agree to hold an additional Plenary meeting in order to hold a question and answer session with Sadiq Khan, Mayor of London, regarding the Strategy. It is proposed that this meeting take place on Monday 4 June 2018 at 2pm in the Chamber.

The Assembly is recommended to hold an additional Plenary meeting on Monday 4 June 2018 at 2pm in the Chamber principally to hold a question and answer session with Sadiq Khan, Mayor of London, regarding his Draft Housing Strategy.

6  **Date of Next Meeting**

Subject to decisions to be taken at the Assembly’s Annual Meeting on 10 May 2018, the next scheduled meeting of the London Assembly will be the Plenary meeting which will take place at 2pm on Monday 21 May 2018 in the Chamber, City Hall.

7  **Any Other Business the Chair Considers Urgent**
Subject: Declarations of Interests

Report to: London Assembly (Mayor’s Question Time)

Report of: Executive Director of Secretariat  Date: 17 May 2018

This report will be considered in public

1. Summary

1.1 This report sets out details of offices held by Assembly Members for noting as disclosable pecuniary interests and requires additional relevant declarations relating to disclosable pecuniary interests, and gifts and hospitality to be made.

2. Recommendations

2.1 That the list of offices held by Assembly Members, as set out in the table below, be noted as disclosable pecuniary interests1;

2.2 That the declaration by any Member(s) of any disclosable pecuniary interests in specific items listed on the agenda and the necessary action taken by the Member(s) regarding withdrawal following such declaration(s) be noted; and

2.3 That the declaration by any Member(s) of any other interests deemed to be relevant (including any interests arising from gifts and hospitality received which are not at the time of the meeting reflected on the Authority’s register of gifts and hospitality, and noting also the advice from the GLA’s Monitoring Officer set out at below) and any necessary action taken by the Member(s) following such declaration(s) be noted.

3. Issues for Consideration

3.1 Relevant offices held by Assembly Members are listed in the table overleaf:

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1 The Monitoring Officer advises that: Paragraph 10 of the Code of Conduct will only preclude a Member from participating in any matter to be considered or being considered at, for example, a meeting of the Assembly, where the Member has a direct Disclosable Pecuniary Interest in that particular matter. The effect of this is that the ‘matter to be considered, or being considered’ must be about the Member’s interest. So, by way of example, if an Assembly Member is also a councillor of London Borough X, that Assembly Member will be precluded from participating in an Assembly meeting where the Assembly is to consider a matter about the Member’s role / employment as a councillor of London Borough X; the Member will not be precluded from participating in a meeting where the Assembly is to consider a matter about an activity or decision of London Borough X.
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<th>Member</th>
<th>Interest</th>
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<tr>
<td>Tony Arbour AM</td>
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<tr>
<td>Jennette Arnold OBE AM</td>
<td>Committee of the Regions</td>
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<td>Gareth Bacon AM</td>
<td>Member, LB Bexley</td>
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<td>Shaun Bailey AM</td>
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<td>Sian Berry AM</td>
<td>Member, LB Camden</td>
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<td>Andrew Boff AM</td>
<td>Congress of Local and Regional Authorities (Council of Europe)</td>
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<td>Leonie Cooper AM</td>
<td>Member, LB Wandsworth</td>
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<td>Tom Copley AM</td>
<td>Member, LB Lewisham</td>
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<td>Unmesh Desai AM</td>
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<td>Tony Devenish AM</td>
<td>Member, City of Westminster</td>
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<td>Andrew Dismore AM</td>
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<td>Len Duvall AM</td>
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<td>Florence Eshalomi AM</td>
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<td>Nicky Gavron AM</td>
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<td>Susan Hall AM</td>
<td>Member, LB Harrow</td>
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<td>David Kurten AM</td>
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<td>Joanne McCartney AM</td>
<td>Deputy Mayor</td>
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<td>Steve O’Connell AM</td>
<td>Member, LB Croydon</td>
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<td>Caroline Pidgeon MBE AM</td>
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<td>Keith Prince AM</td>
<td>Alternate Member, European Committee of the Regions</td>
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<td>Caroline Russell AM</td>
<td>Member, LB Islington</td>
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<td>Dr Onkar Sahota AM</td>
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<td>Navin Shah AM</td>
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<td>Fiona Twycross AM</td>
<td>Deputy Mayor for Fire and Resilience; Chair of the London Local Resilience Forum</td>
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<td>Peter Whittle AM</td>
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[Note: LB - London Borough]

3.2 Paragraph 10 of the GLA’s Code of Conduct, which reflects the relevant provisions of the Localism Act 2011, provides that:

- where an Assembly Member has a Disclosable Pecuniary Interest in any matter to be considered or being considered or at
  
  (i) a meeting of the Assembly and any of its committees or sub-committees; or
  
  (ii) any formal meeting held by the Mayor in connection with the exercise of the Authority’s functions

- they must disclose that interest to the meeting (or, if it is a sensitive interest, disclose the fact that they have a sensitive interest to the meeting); and

- must not (i) participate, or participate any further, in any discussion of the matter at the meeting; or (ii) participate in any vote, or further vote, taken on the matter at the meeting UNLESS

- they have obtained a dispensation from the GLA’s Monitoring Officer (in accordance with section 2 of the Procedure for registration and declarations of interests, gifts and hospitality – Appendix 5 to the Code).

3.3 Failure to comply with the above requirements, without reasonable excuse, is a criminal offence; as is knowingly or recklessly providing information about your interests that is false or misleading.
3.4 In addition, the Monitoring Officer has advised Assembly Members to continue to apply the test that was previously applied to help determine whether a pecuniary / prejudicial interest was arising – namely, that Members rely on a reasonable estimation of whether a member of the public, with knowledge of the relevant facts, could, with justification, regard the matter as so significant that it would be likely to prejudice the Member’s judgement of the public interest.

3.5 Members should then exercise their judgement as to whether or not, in view of their interests and the interests of others close to them, they should participate in any given discussions and/or decisions business of within and by the GLA. It remains the responsibility of individual Members to make further declarations about their actual or apparent interests at formal meetings noting also that a Member’s failure to disclose relevant interest(s) has become a potential criminal offence.

3.6 Members are also required, where considering a matter which relates to or is likely to affect a person from whom they have received a gift or hospitality with an estimated value of at least £25 within the previous three years or from the date of election to the London Assembly, whichever is the later, to disclose the existence and nature of that interest at any meeting of the Authority which they attend at which that business is considered.

3.7 The obligation to declare any gift or hospitality at a meeting is discharged, subject to the proviso set out below, by registering gifts and hospitality received on the Authority’s on-line database. The on-line database may be viewed here: https://www.london.gov.uk/mayor-assembly/gifts-and-hospitality.

3.8 If any gift or hospitality received by a Member is not set out on the on-line database at the time of the meeting, and under consideration is a matter which relates to or is likely to affect a person from whom a Member has received a gift or hospitality with an estimated value of at least £25, Members are asked to disclose these at the meeting, either at the declarations of interest agenda item or when the interest becomes apparent.

3.9 It is for Members to decide, in light of the particular circumstances, whether their receipt of a gift or hospitality, could, on a reasonable estimation of a member of the public with knowledge of the relevant facts, with justification, be regarded as so significant that it would be likely to prejudice the Member’s judgement of the public interest. Where receipt of a gift or hospitality could be so regarded, the Member must exercise their judgement as to whether or not, they should participate in any given discussions and/or decisions business of within and by the GLA.

4. Legal Implications

4.1 The legal implications are as set out in the body of this report.

5. Financial Implications

5.1 There are no financial implications arising directly from this report.

Local Government (Access to Information) Act 1985
List of Background Papers: None

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Telephone: 020 7983 5526
E-mail: laura.pelling@london.gov.uk
Executive summary

Historic statue of Suffragist leader Millicent Fawcett unveiled

The 24 April, was a historic day. I, alongside Caroline Criado Perez, Mishal Husain, Helen McCrory, Theresa Lola and the Prime Minister attended the statue unveiling of suffragist leader Millicent Fawcett in Parliament Square.

From the very first week of my Mayoralty, I supported Caroline Criado Perez campaign to put up a statue the first statue of a woman in Parliament Square, and I’m proud that together we have made this a reality.

The statue of Millicent Fawcett, the great suffragist leader, stands near Mahatma Gandhi and Nelson Mandela – two other heroic leaders who campaigned for change and equality.

I hope this statue sparks further change across society – driving forward gender equality and inspiring women and girls across the capital and the UK. My huge thanks to Caroline Criado Perez OBE, for her passionate campaigning and to Turner Prize-winning artist Gillian Wearing OBE – for bringing Millicent Fawcett and her legacy to life through this magnificent work.

Young Londoners quiz world leaders at City Hall

On 18 April, I invited over 60 young Londoners from secondary schools in Lewisham, Southwark and Haringey to a townhall event with the Prime Minister of Canada, Justin Trudeau and the Prime Minister of New Zealand, Jacinda Ardern. Young Londoners discussed gender equality and issues affecting young people at a workshop run by the Fawcett Society, before they took part in a question and answer session with the two Prime Ministers.

Working together to tackle violent crime

On 7 April, I invited the former Home Secretary Amber Rudd, London MPs, Council leaders and Assembly Members from all political parties across London to a City Hall summit about tackling violent crime on the city’s streets.

Keeping Londoners safe is my top priority and I want to reassure everyone that we’re doing everything we can. We need to all work together to tackle the rise in violent crime. That’s why it’s more important than ever to find consensus where possible and work together to make sure every Londoner, regardless of age or background, feels safe in our great city. It’s what Londoners deserve.
Welcoming the decision not to release John Worboys

On 28 March, I welcomed the news that the Parole Board’s decision to release John Worboys had been quashed after a Judicial Review. I was approached by some of his victims and I felt it was my duty to seek a Judicial Review into the Parole Board’s irrational decision.

The shocking failures in the way John Worboys’ victims were treated has damaged confidence in the criminal justice system and the time has come for more transparency surrounding decisions to let offenders out of prison.

My top priority as Mayor of London is to keep Londoners safe and I will always do everything within my power to keep them safe from harm.

Unveiling new work by Michael Rakowitz on fourth plinth

On 28 March, I was delighted to unveil Michael Rakowitz’s new work ‘The Invisible Enemy Should Not Exist’ on the Fourth Plinth in London’s Trafalgar Square. Michael’s work shows the power of art to bring to life politics, cultures and personal stories from around the world and across generations.

The reconstructions in The Invisible Enemy are made from recycled food packaging, similar to the reliefs at the base of Nelson’s Column being made from canons salvaged from the wreck of HMS Royal George. The Lamassu is made of 10,500 empty Iraqi date syrup cans, representative of a once-renowned industry decimated by the Iraq Wars.

£412m investment in new counter-terror hub

On 26 March, I announced a £412m investment to create a new counter-terrorism and organised crime hub in the capital. The major new investment includes the £250m purchase of the Empress State Building in Hammersmith and Fulham, and a significant upgrade project to make the building and associated sites fully secure and fit for purpose.

London’s new counter-terrorism hub will streamline operations and capabilities, and ensure more effective and efficient working to keep the capital as safe as possible from the constant and evolving threat of terrorism.

New Chair of Arts Council England’s London Area Council

On 26 March, I announced the appoint of Ruth Mackenzie CBE as the new Chair of Arts Council England’s London Area Council.

Joining the Arts Council in London, Ruth will take on its goals of increasing the reach of arts and culture in the capital, improving diversity and supporting more children and young people to access the benefits of the arts. Ruth is a well-respected cultural leader, with experience of working at the heart of the arts sector both in the UK and internationally.

New agreement to join up London’s justice services

On 26 March, I, alongside the Justice Secretary Rt Honourable David Gauke MP announced a new agreement to reduce reoffending and provide a more integrated approach to victims of crime in London.
We will work alongside local councils towards justice devolution and explore how to better join up local criminal justice services in the capital.

By joining up local services I believe we can increase support for victims of crime and reduce the rate of reoffending in London, helping make our communities safer. This agreement will ensure that decisions about justice services in London prioritise the interests of Londoners, and it is an important step towards the devolution of powers over criminal justice in our city.

New public water fountains, bids open for next 16 fountains

On 25 March, I announced the installation of a new public water fountain in Carnaby Street the first of 20 new water fountains across the city this year. This is a key part of my work to reduce single-use plastic bottles in London

In addition to the new fountain in Kingly Court, Carnaby, three more will follow this summer - two in Liverpool Street Station and one in Bankside’s Flat Iron Square.

To help secure locations for the next 16 fountains, I am calling on land and site owners to bid for funding from a pot of up to £75,000. I will provide up to £50,000, with an additional £25,000 provided by water fountain specialists MIW.

Paul Lindley to lead Child Obesity Taskforce for London

On 23 March, I appointed award-winning entrepreneur, children’s welfare campaigner and founder of Ella’s Kitchen, Paul Lindley, as Chair of a new taskforce which aims to combat the epidemic of childhood obesity across the capital.

Paul will work with the members of the Child Obesity Taskforce to devise a programme of work to improve the health of young Londoners and transform the way in which children and families live healthier lives.

My aim is to significantly reduce this unacceptable level of child obesity in London by 2028 and to tackle the stark differences between different individual boroughs in the city.

#LondonUnited anniversary tribute to Westminster, London Bridge, Finsbury Park and Parsons Green attacks

On 21 March, after consultation with 14 bereaved families, survivors, the emergency services and local councils, I announced plans to mark the anniversaries of the four terrorist attacks in London last year.

The first anniversary of the attack in Westminster was marked by projecting #LondonUnited on to the Houses of Parliament. #LondonUnited will be projected on to London Bridge, Finsbury Park Mosque and Parsons Green Tube station respectively on the anniversary dates of each terrorist attack.

I also laid a wreath at Parliament Square in remembrance of those who lost their lives, and opened a 3D installation of #LondonUnited together with a digital book of hope at City Hall where members of the public can pay their respects. Any messages of strength, hope and resilience using #LondonUnited on social media will be projected onto a map of London at City Hall until 19 June.
Shortlist for first-ever Creative Enterprise Zones

On 20 March, I announced a shortlist of ten submissions that will each receive a grant of £50,000 to develop their plans to become Creative Enterprise Zones. These ten submissions represent 11 boroughs.

This groundbreaking new initiative, was one of my key manifesto priorities, which will help creatives put down roots, establish themselves in local areas, attract new artists and creative businesses, and develop skills in local people. In total 25 boroughs applied, demonstrating the level of interest in this new initiative.

Claire Pritchard to lead the London Food Board

On 20 March, I appointed Claire Pritchard as the new Chair of the London Food Board following the departure of Rosie Boycott earlier this year, after nine successful years as Chair.

Claire has been a member of the Board since 2005, and Chief Executive of Greenwich Cooperative Development Agency (GCDA) for more than a decade. She brings nearly 30 years’ experience of the food sector to her new role. She has also worked extensively with local authorities and property developers all over London to make food better all across the capital.

Gender Pay Gap

On 19 March, I published the latest gender pay details in the Greater London Authority (GLA) Group.

I am determined to do everything in my power to address the gender pay gap that has existed both unchallenged and hidden away for far too long. While the data I published makes for painful reading for all at City Hall and the majority of the GLA group, it’s only by taking these steps and highlighting that there is a problem, that we will properly address the inequalities in our society.

It’s abundantly clear that we all need to do more to understand why there are not enough women in senior leadership roles, and then ensure we remove those barriers, so that across our great city we are adopting the highest possible standards for fair pay, good working conditions and gender equality.

I am a proud feminist at City Hall and that’s why earlier this year I launched the #BehindEveryGreatCity campaign not only to mark the progress that’s been made on women’s equality over the past 100 years, but to tackle gender inequality in all its forms. I reiterate my call to London’s businesses and organisations to step up efforts to address the pay gap and help make our capital one of equality, opportunity and progress.

100 rapid charging points across London

On 19 March, I unveiled a new network of rapid charge points for electric vehicles across the capital. The network includes 51 points for use by taxis and is part of my programme to improve the capital’s air quality, by helping phase out the use of diesel and encouraging the use of zero-emission vehicles.

As of this year no more diesel taxis are being licensed, and all taxis that are licensed for the first time need to be zero-emission capable. Over the past six months Transport for London
has worked with suppliers on the installation of 100 rapid charge points across the capital where a vehicle can be charged in 20 to 30 minutes, compared to the seven or eight hours it takes at regular charging points.

**Ethics Panel to consider use of facial recognition technologies**

On 16 March, I have requested that an independent panel that advises City Hall on the ethics of policing in the capital is to examine the use by the Metropolitan Police of facial recognition technology, and how they prioritise in the face of Government cuts to their budgets.

**Bringing Londoners together with first social integration strategy**

On 16 March, I alongside my Deputy Mayor for Social Integration, Social Mobility, Community Engagement Matthew Ryder QC, launched a new fund that will bring together more parents and families from all backgrounds in the capital and reduce social isolation.

The “London Family Fund” will help parents across the city build social networks and support each other when embarking on one of life’s greatest challenges – becoming a parent. The funding was announced at MumSpace in Camberwell, a local support group for parents, with £600,000 being invested in projects to help parents from all backgrounds build relationships and set up support networks.

Social integration is an issue for all of us – because it benefits all of us. It goes to the heart of who we are – how we treat each other and what kind of city we want London to be in the future. To achieve a truly integrated society, we must face up to some of the changes that have shaped our city. Our communities are changing rapidly, inequality across the capital is increasing – in these unsettling times our sense of social cohesion is being put to the test like never before.

I strongly believe that we can tackle the barriers to social integration and the inequalities which divide people. We can ensure that all Londoners can become active citizens, participating fully in the life of the best city in the world

**£10m for new projects to prevent serious crimes**

On 16 March, I announced £10m of funding for crime prevention projects that tackle child sexual exploitation, female offending and youth offending in the capital. My investment will be directed at four new projects that would not have been created without the funding. The four projects are:

- **Advance Women Centre’s and Advance Minerva Wrap Around support services for female offenders** – £2,996,940 over three years for a service for female offenders in 15 London boroughs

- **Taith (Journey) London** - £1,857,863 over three years for a specialist service targeted at the perpetrators of harmful sexual behaviour in nine London boroughs

- **Whole System Approach to Female Offending - South London Alliance** - £1,606,173 over three years for a female offending service in six London boroughs (Croydon, Lambeth, Lewisham, Southwark, Sutton and Wandsworth). The service will put in place an approach to supporting female offenders and those at risk of offending, including early intervention, triage, resettlement and increasing women centre provisions.
• Out There Response and Rescue - £3,036,916 over three years for a pan-London service across the 32 boroughs to develop and deliver support for vulnerable young Londoners exploited by criminal gangs to sell drugs in other towns and cities known as ‘county lines’.

This funding will help boroughs to tackle and prevent serious crimes from child sexual exploitation to youth offending and female offending using a more joined-up approach, allowing them to spend the money where it is needed most.

**First projects benefiting from £45m Young Londoners Fund announced**

On 14 March I met the former Home Secretary to call on the Government to take real action to tackle the causes of knife crime and other violent crimes, which are rising across the UK.

I have created the new £45m Young Londoners Fund to support education, sport and cultural activities for young people to help tackle crime and youth violence, which has been rising across the country since 2014. The Young Londoners Fund will support a wide range of activities to help those aged between 10 and 25, particularly marginalised, low income and Black And Minority Ethnic (BAME) young Londoners who might otherwise be at risk of getting caught up in crime. It will provide aspirational and positive activities to help young people reach their true potential.

**£750,000 of TFL funding to support Croydon community**

On 12 March, I announced that Transport for London (TfL) is providing £750,000 in support of Croydon Council’s community recovery activities following the tram tragedy at Sandilands in November 2016. Croydon and local commissioning groups have proposed a range of action to help local people, including more community and social care and increases to adult and child mental health resources.

I have worked hard to provide the support needed to everyone affected since that devastating day and to ensure that TfL does all it can to prevent such a tragedy from ever happening again.

**The tech revolution must be shaped for the benefit of everyone**

On 12 March, I gave a keynote speech covering social media, the shared economy and the consequences of increased automation - at the South by Southwest (SXSW) Interactive Conference in Texas.

I made clear that the onus for change should not just be on tech companies and innovators. One of the biggest problems over the last few years is that politicians and governments have just been passive – sitting on their hands - while the tech revolution has happened around them. There’s been a failure to ensure that our economies and our regulatory structures are prepared and relevant. It must ultimately fall to government – working with tech businesses and leaders - to ensure that this revolution is not detrimental to our long-term progress.

In London, we’re harnessing the power of new technology to transform live but we’ve been clear with Uber and other companies - that everyone - no matter how big or small - must play by the rules. No exceptions.
In addition to making one of this year’s keynote speeches, I held bilateral meetings with US-based business leaders to encourage future investment in the capital. I also spoke to over 150 guests from the UK and US-based tech and creative industries at an event organised by L&P to highlight the benefits of promoting inclusivity and diversity in the technology sector.

**Record £44m commitment to make London safe for women and girls**

On 9 March, I published my strategy to tackle violence against women and girls, and the misogynistic attitudes that allow these crimes to continue, backed by a record £44m investment up to 2020.

My new strategy puts forward a comprehensive package of measures to intervene and prevent violence against women and girls, to tackle dangerous individuals who pose a risk in our communities, and to improve services for victims who have already suffered so much.

This new wide-ranging strategy follows the biggest in-depth consultation with survivors as well as Londoners, police and partners. It includes measures to tackle rape, sexual assault, Female Genital Mutilation (FGM), trafficking, controlling behaviour, forced marriages, stalking, harassment, and misogyny – building on the recent international #MeToo and #TimesUp campaigns.

**Policing, Crime and Security**

**Tackling the scourge of knife crime and violence on our streets**

Any life lost to knife crime and violence is a tragedy, and I have been appalled and heartbroken by the recent spate of senseless killings in our city. I am determined that we at City Hall – and all our partner agencies across the city – are doing everything possible to counter this violence and stop the bloodshed.

As you know, I have set out a comprehensive Knife Crime Strategy for London last summer, taking a public health approach to the issue and considering not just enforcement but also prevention and intervention. Over the last few weeks, I have announced further investments and measures to further strengthen our work to end knife crime in London:

**Strengthening enforcement**

City Hall has invested a record £110m additional in policing this year. The Met Commissioner has my full support in cracking down on violent individuals and gangs.

On 5 April, Commissioner Cressida Dick announced a new violent crime taskforce of 120 officers, created using the additional £15m of funding I announced for the police response to knife crime in February. The taskforce will focus solely on violent crime, weapon-enabled crime and serious criminality.

In addition, the Met Police has increased the number of officers on the streets in the areas worst affected by knife crime, using targeted patrols and stop and search powers. Operation Sceptre – the Met’s regular operation to tackle knife crime, is being stepped up from monthly to fortnightly across the city. The Commissioner, the DMPC and I have accompanied Met
officers on some of these operations to hear from officers on the front line about the challenges they are facing and to give our full support to them in doing their vital and often dangerous work.

Preventing future violence

In February, I announced the creation of the £45m Young Londoners Fund to help steer young people away from violent crime. I know Assembly Members have been concerned as I have about the loss of vital youth services in this city, and this new money will go some way towards ensuring that young Londoners can access support and guidance if they need it, as well as positive activities and opportunities to learn and develop.

The Fund will be opening for bids shortly, and I will update Members with information to encourage bids from their constituents in the coming days. But I remain clear – whilst I’m doing everything I can as Mayor to support and protect youth services in London, I can’t make up for all of the lost funding alone. The Government must reverse the cuts it has made to these vital local services if we are to ensure that every young person can access opportunities, help and support so they can reach their potential and avoid becoming the victims or the perpetrators of crime.

It is vital that we ensure that schools are places of safety and that support is available for pupils at risk of becoming involved in crime or who have concerns about their safety. 150 metal-detecting knife wands have now been issued to London schools who requested them, funded by City Hall and we continue to receive additional requests. We also continue to work to increase the number of Safer Schools Officers in London also.

On 18th April, DMPC Sophie Linden visited Newman Catholic Academy in Harlesden to meet with teachers and the school’s Safer Schools Officer to hear from them about the work they are doing to safeguard their pupils and ensure that the Academy is a safe place in which to learn.

Communities must be at the heart of our efforts to stop knife crime, and that’s why in the Knife Crime Strategy I pledged funding to support community efforts against knife crime.

A £250k allocation for the Knife Crime Seed Fund was approved in the London Knife Crime Strategy for financial year 2017/18 and on 20th March I was pleased to announce the first nine successful bids for grassroots projects against knife crime. The successful groups work with young people to help prevent and protect them from knife crime. They include a boxing club in Brixton, music training in Hackney and Tower Hamlets, and support workshops and activities in Croydon, Southwark, and Lambeth. I have further increased the money available to £1.4m as part of my commitment to supporting young people and communities tackling knife crime, so we can help spread the good work further across the city.

We continue to say to our young people – London Needs You Alive. The campaign launched last year to send a clear message that every young life is valued, and that carrying a knife is more likely to end your life than save it. I ask Members to continue to support the campaign and to help us keep getting the message out to our young people.

Intervening with young people caught up in violence

I have announced the investment of an additional £1m in London Gang Exit services to support young people at risk of or engaged in serious violence and help them into
employment, education or training. It is essential that we offer young people caught up in gang crime the best possible chance of escaping that lifestyle, and the additional investment takes total funding up to £2m for the project, creating 260 places for young people to take part in the scheme. A further £5.2m is being invested in youth services through the London Crime Prevention Fund.

Members will also be aware of the excellent work being done in Major Trauma Centres to intervene with young victims of knife crime at a vital ‘teachable moment’. MOPAC had previously committed £1.4m to maintaining the service provision in Major Trauma Centres and developing and extending this programme to key A&E departments in boroughs that have high levels of knife crime to maximise the power and value of this teachable moment. Through the Mayor’s Youth Fund, I have extended this funding by an additional £1.2m bringing total investment in specialist youth support in hospitals to £2.6m over the next two years.

**Bringing partners together**

On 10 April, I brought together an urgent City Hall summit about tackling violent crime on the city’s streets. Politicians of all parties, including the Home Secretary, the Policing Minister and senior shadow cabinet members, came to City Hall to be briefed on the current actions being taken and to have their say on the issues and potential solutions. I’m grateful to all who made the time to take part in this Summit, which underlined the cross-party determination to protect our young people from the tragedy of knife crime and violence.

On 11 April, I appeared before the special session of the Police and Crime Committee, alongside DMPC Sophie Linden and Assistant Commissioner Martin Hewitt to discuss the current situation, speak in greater depth on our activities to counter these crimes and to answer questions from Members about our strategy.

**VAWG Strategy launch**

On 9 March I visited students and staff at the Central School of Speech and Drama to launch my VAWG Strategy for London, participating in discussion groups with students facilitated by BAME women’s organisation Imkaan, who conducted the consultation with survivors of VAWG that informed the Strategy. The VAWG Strategy – backed with £44m in investment – puts forward a comprehensive package of measures to intervene and prevent violence against women and girls, to tackle dangerous individuals who pose a risk in our communities, and to improve services for victims who have already suffered so much. I want every woman and girl to be safe and to feel safe wherever they are in our great city – and will use all the levers available to us at City Hall to make this a reality.

**Tackling disproportionality in the Justice Service**

On 13 March, Deputy Mayor for Policing and Crime, Sophie Linden and the Deputy Mayor for Social Integration, Social Mobility and Community Engagement, Matthew Ryder, chaired a public meeting at City Hall to discuss the findings of the Lammy Review and the disproportionate number of Black, Asian and Minority Ethnic (BAME) individuals across the capital who come into contact with the police and criminal justice system, particularly as the victims of crime. Representatives of the Ministry of Justice, Metropolitan Police Service and many other key organisations will answer questions from City Hall about why the figures are disproportionate and discuss how they might be able to tackle the issue.
**Encouraging partnership work to prevent crime**

On 16 March I announced four successful bids totalling £10m to the London Crime Prevention Fund Co-Commissioning Fund. The Co-Commissioning Fund - part of a wider £72m London Crime Prevention Fund - encourages boroughs and other services to work together to ensure that every Londoner has the access to the services they need to help support them and keep them safe. By working across boroughs, the Fund aims to address gaps in provision, promote and build upon best practice, and drive innovation by bringing partners together. The four successful bids will fund projects to tackle child sexual exploitation, female offending, county lines and youth offending in the capital.

**Independent Policing Ethics Panel to scrutinise facial recognition and police prioritisation.**

On 16 March I announced the new membership of the London Policing Ethics Panel. Chaired by ethical policy expert Dr. Suzanne Shale, the panel is completed by: Professor Deborah Bowman MBE – Professor of Bioethics and Clinical Ethics at St George’s, University of London; Dr Priya Singh – an experienced executive director with a medical and legal services background; and Professor Leif Wenar – Chair of Philosophy and Law at the School of Law, King’s College. They have set out their work plan which will begin with a review of the Metropolitan Police’s use of facial-recognition technology, as part of a wider look at digital policing. The Panel will also scrutinise how the Met prioritises its resources to meet rising and changing demands at a time when its funding is reducing.

**A new counter-terror and organised crime hub for London.**

On 26 March, the Commissioner and I announced the purchase of the Empress State Building in Hammersmith and Fulham as part of a £412m investment to create a new counter-terrorism and organised crime hub in the capital. The funding will provide for the purchase of the building and a significant upgrade project to make the building and associated sites fully secure and fit for purpose.

The new site will, for the first time, bring the Met’s counter-terrorism command and specialist crime and operations teams under one roof – in line with other cities such as Manchester and Birmingham. Combining these functions was one of the recommendations of Lord Harris’ review into emergency preparedness in London, and he has been closely involved in reviewing and approving the plan.

**A new agreement to join up London’s justice services.**

On 26 March, the Justice Secretary and I announced the signing of a Memorandum of Understanding aimed at reducing reoffending and providing a more integrated approach to victims of crime in London. Following this agreement, MOPAC, the Ministry of Justice and London Councils will initiate a programme to tackle major challenges facing London’s criminal justice service and ultimately devolve powers and more authority and accountability for criminal justice from the Government to the capital. By joining up local services I believe we can increase support for victims of crime and reduce the rate of reoffending in London, helping make our communities safer. This agreement will ensure that decisions about justice services in London prioritise the interests of Londoners, and it is an important step towards the devolution of powers over criminal justice in our city.
Parole Board decision on John Worboys overturned

Like many others, I welcomed the news on 28 March that the High Court had overturned the Parole Board’s decision to release convicted serial rapist John Worboys. The initial decision to release Worboys shocked us all, and I was clear that it should not go unchallenged. My legal appeal was one of a number lodged against the decision, from victims of John Worboys and from a national newspaper. Whilst the rulings were welcome, I am clear that there needs to be an urgent overhaul of the way Parole Board decisions to release offenders are taken. The shocking failures in the way John Worboys’ victims were treated has damaged confidence in the criminal justice system and the time has come for more transparency surrounding decisions to let offenders out of prison.

Review of MPS Digital Policing

During the reporting period I asked the MPS to provide an internal review of all Digital Policing investment over the last year. This showed progress on many fronts. The MPS are world leaders in body worn video (BWV) with over twenty thousand devices rolled out so far. Officers can now immediately share digital footage of an incident with the courts and Crown Prosecution Service. It is hoped that in due course court time will be saved due to early guilty pleas resulting from this footage. The usage of BWV has led to a significant reduction in complaints against officers.

In addition, well over twenty thousand laptops and tablets have been rolled out to MPS officers and staff making flexible mobile working a reality. Digital investments are also changing the way the public interact with the police. The Online Crime reporting service which was launched last year already accounts for 10% or all non-emergency crime reporting. The MPS website is held up nationally as an example of best practice and will form the basis for a national Single Online Home for Policing. It is these developments in officer mobility and public access which enable the rationalisation of the MPS estate, delivering £56m in total estates savings by 2021/22. Furthermore, the MPS have modernised their legacy systems and exited a number of data centres saving £10m.

Transport

Transport for London launches ‘Priority Seating Week’ to mark first anniversary of the ‘Please Offer Me A Seat’ badge

On 23 April Transport for London launched its first ‘Priority Seating Week’ campaign to make travelling easier for people with a range of conditions whose needs may not be immediately obvious. This also marked the one-year anniversary of the ‘Please Offer Me A Seat’ badge – with more than 30,000 issued to disabled customers and those with invisible conditions since the initiative was launched.

Specially designed to make travelling easier for people who find it difficult to stand, the free badge and card helps customers who otherwise struggle to get a seat on public transport. To help improve awareness of the importance of priority seats, ‘Priority Seating Week’ will see new posters featuring customers, including pregnant women and people with visible and non-visible impairments, talking about the difference a seat makes to them, often having an impact on the rest of their day.
Newly designed Priority Seating signs are also being displayed on selected London Overground and London Underground trains, asking customers to consider others when using the seats with the aim of encouraging everyone to think about their fellow commuters who may have a greater need.

**Property developments above Elizabeth line stations to create jobs, growth and revenue to modernise transport**

Transport for London has announced that a huge programme of retail, commercial and residential developments are being taken forward at a number of Elizabeth Line stations in central London. Plans are in place for 12 major property developments over and around the new Elizabeth line stations and construction sites as the historic launch of the new railway draws closer.

In total, the development plans cover more than three million square feet of high-quality office, retail and residential space between Paddington in the west and Woolwich in the east and could raise £500m for reinvestment in improving transport in London.

**Overwhelming support for Camden Town Tube station modernisation plans**

Proposals to modernise and upgrade Camden Town Tube station have received strong backing from the local community. Transport for London announced that a recent consultation found that 97 per cent of respondents supported the plans to hugely increase the size of the station.

The proposals would see the station treble in size, and would include the construction of a new entrance on Buck Street. Three new escalators and new lifts providing step-free access would also be installed, making the vibrant Camden area much more accessible for everyone. Customers using the four Northern line platforms would benefit from more circulating space - making journeys more comfortable, particularly in the busiest periods of the day.

**Plans for new crossing between Rotherhithe and Canary Wharf**

Plans for a proposed walking and cycling crossing across the Thames between Rotherhithe and Canary Wharf have been welcomed by Londoners, Transport for London has confirmed.

Ninety-three per cent of the 6,094 public responses received in the consultation supported the creation of a new crossing, which would link existing and planned cycle routes on both sides of the river. Once delivered, the crossing would enable more people to cycle and walk in the local area and support the aim for 80 per cent of Londoners’ trips to be by cycling, walking or by public transport by 2041. Work is now underway to further develop engineering options ahead of a further consultation on a preferred design option later this year.

**Londoners back new Cycle Superhighway in southeast London**

The initial results of a public consultation into the proposed Cycle Superhighway 4 (CS4), has revealed overwhelming support given to the plans. More than 3,000 people responded to the consultation on the route between Tower Bridge and Greenwich, with 83 per cent in favour. Many respondents have suggested that it would make cycling safer, increase the number of people choosing to cycle in the area and help reduce air and noise pollution.
TfL has been working with Lewisham, Southwark and Greenwich councils on the proposals and will be continuing to work closely with them to take the plans forward.

**Highbury Corner to be transformed to make it safer**

Work to improve a junction with one of the poorest safety records in London will start this year following a joint announcement from Transport for London, the Mayor of London and Islington Council. The work at Highbury Corner will see the intimidating 1960s roundabout removed and replaced with two-way roads, with the installation of segregated cycle lanes on all three remaining sides of the roundabout. The work, which will begin in the summer and is due to finish in 2019, will give pedestrians and cyclists better facilities and create a new public space.

During consultation nearly two thirds of respondents supported aspects of the plans to improve the junction which is already heavily used by cyclists with bikes making up nearly a quarter of all traffic in the morning rush hour.

The creation of safer cycling infrastructure will enable more people to cycle in and through the area who are currently put off by the traffic-dominated roundabout. The thorough consultation has allowed TfL and Islington to amend the designs to improve access to the arboretum and pedestrian access to Highbury & Islington station.

**British Telecom fined record amount for unsafe street works**

On 29 March Transport for London announced the successful prosecution of British Telecom for putting the public at risk during street works in the City of London, with the telecommunications giant ordered to pay a record £90,000 fine.

During works at Bishopsgate in August 2017, part of TfL’s strategic road network, BT failed to properly sign and guard the work area and also used the wrong traffic management methods. Despite repeated demands by TfL, BT also failed to take actions to improve the situation, leading to unsafe conditions for road users, pedestrians and cyclists.

On 28 March, BT pleaded guilty to the unsafe execution of street works with significant risk to public safety at Westminster Magistrates Court and was fined £90,000 and ordered to pay a further £3,394 in court costs.

This marks the second time in 12 months that TfL has taken the utility company to court for unsafe working practices as part of its commitment to tackle poorly managed, or unsafe roadworks.

Since 2010, TfL has issued BT over 1066 Fixed Penalty Notices and has prosecuted the telecommunications company 47 times for street works offences, including those for dangerous and disruptive work.

**TfL launches consultation to further improve safety for private hire passengers**

On 26 March Transport for London launched a consultation seeking views on how to improve safety for private hire passengers. The 12-week consultation is the latest phase of an ambitious programme that is raising standards across the private hire industry.
The consultation invites views on an advanced driving test for private hire drivers, providing passengers with clear information on who to contact to provide feedback or to raise a complaint, and whether more robust background checks could be introduced for drivers. TfL is also seeking views on whether changes are needed to insurance arrangements for private hire services.

**TfL brings forward 600 homes in Harrow and names Northwood partner**

On 26 March Transport for London announced that it is working the London Borough of Harrow to bring forward a development at Harrow on the Hill Tube station on the Metropolitan line which will provide over 600 homes, 35 per cent of which will be affordable.

In addition, TfL announced the selection of Triangle London Developments (TLD), a consortium between Notting Hill Housing and U+I, as its preferred partner for a joint venture partnership to develop a 4.7-acre site around Northwood Tube station on the Metropolitan line. The site has the potential to provide over 150 new homes, 35 per cent of which will be affordable.

These schemes will now bring the number of homes that have been brought forward in 2017/18 to more than 3,000. Earlier this year, TfL brought to market Limmo Peninsula, in Newham, through its Property Partnerships Framework and launched to market 10 small sites through the Mayor of London’s Small Sites Small Builders portal which is targeted at the SME sector.

**TfL exploring whether a new ‘demand responsive’ TfL bus service could complement existing bus network**

On 23 March Transport for London announced that it is exploring the potential of using a new ‘demand responsive’ TfL bus service to enhance London’s public transport network in the future. TfL is approaching a range of businesses – including traditional bus operators and tech companies – to see if the latest innovations in ride-booking technology can be used to create a new TfL bus service that complements the capital’s existing bus network. The services, for nine passengers or more, would not replace any existing TfL services.

Businesses are being asked to express their interest in trialing a new TfL service that would operate flexibly in an area in need of improved public transport. The partnership with TfL could, for example, be an on-demand minibus ordered through an app, or perhaps a service running on a semi-fixed route that can be diverted to pick up individual passengers.

**Bromley-by-Bow becomes step-free in boost to Tube accessibility**

On 13 March Bromley-by-Bow became the 73rd step-free station on London’s Underground network with the installation of two new lifts, funded in partnership with Tower Hamlets and the London Legacy Development Corporation.

The station, which serves nearly four million customers every year, now offers step-free access to both the east and westbound platforms of the District and Hammersmith & City lines making travel easier for disabled customers, buggy users, older people and customers with mobility impairments.
In total, £200m is being invested in transforming accessibility as part of the largest boost to step-free access in the Tube’s 155-year history. This will help make 40 per cent of the Tube network step-free by 2022 – a significant increase on the current level of 27 per cent.

**TfL budget**

On 12 March Transport for London’s published its draft budget for 2018/19, setting out how it will deliver vital transport improvements for London over the first year of its latest five-year Business Plan.

The Business Plan, published in December last year, set out a fully funded plan for delivering the Mayor’s Transport Strategy, including investing record amounts in public transport and prioritising safer and less polluted streets, with an unprecedented focus on walking and cycling over the next five years.

The budget sets out how TfL will work to achieve the first year of that plan, continuing to modernise transport services and deliver further recurrent savings, which will help it to manage an average £700m per year reduction in Government funding.

**TfL completes biggest test yet of new signalling system set to transform the Tube**

Transport for London recently has completed a phase of expanded testing of the new, modern Tube signalling system, which is set to transform the Circle, District, Hammersmith & City and Metropolitan lines, to its largest area yet.

The new system was successfully tested from Hammersmith through to Euston Square and Paddington, with the work involving the complex Baker Street junction – the first such junction to be tested with the state-of-the-art Thales communications-based train control (CBTC) system. The system will be introduced progressively over 14 sections across the network, each improving in reliability as it is introduced. Customers will see quicker, more frequent services from 2021, with all four lines using the new system by 2023. The new, modern signalling will allow trains to run closer together, which will increase the frequency of train services across these lines with 32 trains per hour set to operate in the central London section. This will boost capacity by a third across all four lines – equivalent to space for an additional 36,500 customers during the busiest times of day.

**TfL joins forces with the cycling industry to get more Londoners on e-bikes**

On 15 March Transport for London launched a new scheme with the Association of Cycle Traders and e-bike retailers to help raise awareness of the benefits of e-bikes and encourage more Londoners to take up cycling.

Research by TfL shows that more than a fifth of people who don’t cycle are put off because they think they aren’t fit enough, feel distances are too long or say they are too old. E-bikes can help overcome these concerns as the power assisted bikes allow the rider to cycle further, and uphill, with ease. Now TfL and the Association of Cycle Traders have launched a website to allow Londoners to benefit from exclusive discounts and improved access to e-bikes to encourage more to take up cycling.

This website, available through tfl.gov.uk/electric-bikes, brings together more than 100 stores offering free test rides across the capital – meaning that everyone can try an e-bike that suits
them. TfL has also negotiated exclusive offers on e-bikes with many retailers, which are only available through the website.

**Half of all Tube and rail pay as you go journeys across London now made using contactless payments**

Half of all Tube and rail pay as you go journeys are now regularly made using contactless payment cards or mobile devices, the latest figures from Transport for London reveal.

The convenient payment method, which launched on buses in London in December 2012 and across Tube and rail services in London in September 2014, is now being used to make around 17 million journeys a week across London. Since it launched, more than 1.7 billion journeys have been made across the capital, showing how Londoners and visitors have taken to using contactless payments as part of their daily life.

The number of journeys made in London using contactless has risen from around 25 per cent just two years ago. On buses and trams, the use of contactless is also increasing rapidly - with around 45 per cent of all pay as you go journeys now being made using contactless.

The success of contactless in London is now leading to more world cities introducing the technology as a convenient method of paying for travel. In 2016 TfL signed a deal worth up to £15m with Cubic Transportation Systems, allowing them to adapt the capital’s contactless ticketing system worldwide. Since then, New York, Sydney, Miami and Boston have all announced that they plan to introduce contactless payments in the coming years.

From May 2018, pay as you go will also be extended to cover TfL Rail services between Heathrow airport and Paddington station, and will also cover the entire Elizabeth line when it launches from December 2018.

**Growth, Skills and Regeneration**

**Building a better London**

On 3 April, members were recruited to my Architecture and Urbanism Panel. Forming part of my Good Growth by Design programme, the Architecture and Urbanism Panel exists to advise London’s public sector on how to deliver the best quality building and design work to guarantee excellent urban design, public realm, architecture and housing across London, including in and around the Transport for London estate.

Over 1,100 submissions were received at the first qualifying stage from which 92 Practices have been appointed across 14 Category lots. This round of the Architecture and Urbanism Panel requires all authorities using the panel to embed a diversity and inclusion requirement into the project briefs and individual call-off contracts. Design teams will need to consider ‘equality and diversity’ principles within their practice and within the project that they are being invited to tender for. This will account for at least 5% of evaluation scores at the ‘Invitation to Tender’ stage. This represents an important opportunity to influence the diversity of the profession through procurement.
Supporting diversity – ‘London’s Architecture Sector’

On 14 March, my Deputy Mayor for Planning, Regeneration & Skills, Jules Pipe, launched the ‘London’s Architecture Sector - 2018’ report. This highlights our commitment to supporting diversity as part of my Good Growth by Design programme.

The updated report provides insight into the value and makeup of the architecture sector. While revealing that London’s architecture sector is going from strength to strength, producing £1.9 billion in gross value added (GVA) last year, the report also highlights that there is still a significant need to address the issue of diversity in the sector. Women and minority groups are under-represented; only around 16% of all architecture and engineering jobs in London are held by BAME people, compared with 31% across all sectors.

Under-representation of minority groups and women not only denies opportunities in a growing sector in London, it also poses a wider problem in that those designing London do not represent the diversity of London itself. That’s why I have assembled a Sounding Board of practitioners and experts in this field to help develop understanding of what the real-world barriers are to a diverse sector - including issues like procurement, employment policy and working cultures.

Forces for London

In March, my ‘Forces for London’ programme launched to support military veterans into employment. For some veterans, particularly Early Service Leaders, finding a job and earning a living after leaving military service is a huge challenge. Barriers such as poverty, poor health, lack of skills and qualifications and lack of professional support, can prevent veterans from realising their true potential and achieving their aspirations.

Over the next 3 years, this jointly funded ESF and City Hall project will help over 200 veterans who face such barriers. By working with veteran support charities, social enterprises, and local businesses we will give veterans access to a broad range of volunteering opportunities, mentoring and employability training. This will help them to translate their military skills and experience to those required in the civilian workspace, and, to reintegrate into their communities.

Adult Education Budget

In March, I published a Mayoral Decision setting out my intention to accept the Government’s proposal to devolve the Adult Education Budget (AEB) in London to City Hall from 2019/20 (subject to meeting a series of principles set out in a devolution arrangement to be confirmed by the Secretary of State for Education). This proposal means that for the first time, London will have the opportunity to tailor the skills and adult education system to better address local priorities. I will use the devolved funding to create a localised skills system that is more responsive to the diverse needs of the capital’s population and employers, ensuring that Londoners have the opportunity to access high quality adult education throughout their working lives.

Mayor’s Construction Academy

In line with my manifesto commitment to “establish a construction academy scheme with the housebuilding industry, to close the gap between our ambitious housing targets and the need
for more skilled construction workers in London”, a prospectus was launched for the first stage of my Mayor’s Construction Academy (MCA) programme on 23 March.

The MCA will ensure that construction skills training provision better meets employer needs and that Londoners receive the high-quality training they need to access construction-sector vacancies on the capital’s house-building sites.

It will do this by:
• identifying and accrediting high-quality construction skills training provision in London
• strengthening co-ordination between construction skills training providers and construction sector employers through the creation of revenue-funded MCA hubs across the capital
• providing capital funding for up-to-date training equipment and premises

The first stage of the programme will involve awarding an MCA Quality Mark to the best construction skills providers in London. I will be announcing successful applicants later in the year.

The Economy, Business and Enterprise

New report on access to the medicines and medical technologies after Brexit

On 26 March, I launched a new report looking at the impact of leaving the Customs Union and Single Market on patients and the NHS. The report argues that Brexit risks new medicines and treatments taking much longer to come to the UK market - potentially affecting the NHS’s ability to treat patients. The UK outside of the EU Single Market will become a much smaller market for innovative new medical products, in contrast with the EU and US, which are much larger markets. I also highlighted that leaving the Single Market and Customs Union risks closing off UK patients’ access to a large number of pan-EU clinical trials. In some cases, these trials may be the only option for those with an advanced or rare disease.

The report also outlines the results of a recent GLA survey of London doctors. The majority of respondents believe that patients would have slower access to new medicines and that fewer clinical trials would be carried out in the UK after Brexit. 85 per cent of London doctors who responded believe that leaving the EU will have a negative impact on the NHS. The full report, entitled ‘Post Brexit access to the Medicines and Medical Technologies’ can be accessed at www.london.gov.uk/brexit-nhs

Chinese Investor Reception

On 21 March, I hosted the annual Chinese Investor reception with HE Ambassador Liu Xiaoaming at City Hall. China is London’s second largest investor and the event celebrated the cultural and economic bonds between China and London and how we value and remain open for Chinese investors, tourists and students.

Promoting Fintech and Healthtech in Vienna

On the 20 and 21 March, my Deputy Mayor for Business, Rajesh Agrawal, took a trade delegation of 12 Fintech and HealthTech businesses on a trip to Vienna in March.
In addition to a number of productive business meetings, Rajesh also met with the Mayor of Vienna. A City 2 City agreement was also signed between Vienna and London enabling support for entrepreneurs from both cities.

**Grenfell Business Support**

Through the London Growth Hub, my business support initiative, I have provided local enterprise agency Portobello Business Centre (PBC) £65,000 of funding to deliver 10 hours of business support to 85 businesses affected by the tragedy at Grenfell.

**£8.5million to improve London’s Digital Connectivity**

On 13 March, London secured £8.5 million following a successful bid to government’s Local Full Fibre Network Challenge Fund. The bid was a collaborative effort representing a partnership between my Connected London team at the GLA and TfL, and boroughs including Camden, the City of London, Hammersmith and Fulham, Kensington and Chelsea, Lambeth, Tower Hamlets, Southwark, Westminster, and the Old Oak Park Royal regeneration area.

The funding will upgrade public buildings across the partnership and, using the underground tunnels to roll out accessible fibre infrastructure, extend the coverage of world-class full-fibre digital connectivity to up to 100,000 premises.

**Smart London**

Our Smart London Listening Exercise was led by my Chief Digital Officer, Theo Blackwell. We reached out to Londoners through a ‘how many people share your commute’ tool, which led to almost 90,000 visits to learn about my priorities for making London one of the smartest cities in the world.

Theo hosted our first ‘unconference’, the Smart London Camp, with more than 250 attendees discussing how best to help our public sector collaborate and innovate using data and digital technologies, how to tackle not-spots in connectivity, how to get digital skills in the hands of Londoners, and how to use technology openly and responsibly. We will be publishing our response to the Listening Exercise in the coming weeks. There also has been major engagement with the tech community through meetings and workshops with London First, London Chamber of Commerce, Tech UK and the CBI and meetings with scale-ups and start-ups.

**Environment**

**Greener City Fund tree planting grants open for applications**

On 18 April, I opened the call for applications for the second round of Community Tree Planting Grants as part of my £9m Greener City Fund. I’m looking for projects that will help increase the number of trees in London, make the city greener and improve children’s access to nature.

Community groups, schools, charities and boroughs can apply for between £5,000 and £50,000 to create new woodlands, plant trees in parks and green spaces, create orchards or
organise a large-scale planting event. Applications close on 18 June, for projects to take place from September 2018 to March 2019.

Details of projects funded to date through the Greener City Fund can be found online at: https://www.london.gov.uk/what-we-do/environment/parks-green-spaces-and-biodiversity/greener-city-fund/greener-city-map

**Solar Together London pilot scheme and Community Energy fund**

As part of my Energy for Londoners programme I recently launched Solar Together London, a group-buying scheme for high-quality solar photovoltaic panels. The scheme is being piloted in 5 London boroughs for the first time in London and is aimed at homeowners and SMEs and saw over 3,600 Londoner’s register their interest. A ‘reverse auction’, where a pre-vetted group of solar installers submitted their lowest bid for the work, was held on 18 April and resulted in one of the UK’s leading solar companies winning.

Registrants will be sent personalised offers from early-May and have until 15 June to decide if they want to take up the offer.

I also announced that I am awarding £150,000 of my London Community Energy Fund to 13 solar energy projects across eight boroughs, including solar panels on schools, churches, sports centres, and even a city farm. Grants awarded will help fund the development costs associated with setting up solar projects before they can move to installation and start supplying clean and cheap electricity to the community. The projects include solar for ten tower blocks in Lambeth, five schools in Ealing, a spectator stand at a sports centre in Haringey, and a Methodist Church in Southwark.

**Mayor’s Entrepreneur**

On 16 April, ‘WithLula’ from Imperial College London were crowned the 2018 Mayor’s Entrepreneur after the final ten teams of university students pitched their ideas for new products and services to cut London’s carbon emissions to a panel of judges. WithLula are developing zero-waste, fully flushable sanitary products that will be delivered to customers. They received prize money of £20,000 from the Citi Foundation to take their idea to market.

All finalists will receive mentoring from either Citi staff or the GLA family to help them develop their ideas further. Additionally, it was announced at the Awards event that as part of the #BehindEveryGreatCity celebrations ten women applicants to the scheme, also receive mentoring from senior business, third sector and government mentors this year.

**C40 Steering Committee – April**

On 12 April, My Deputy Mayor for Environment and Energy, Shirley Rodrigues attended the C40 Climate Leadership Group Steering Committee on my behalf in my role as Vice Chair for Europe. The Steering Committee is comprised of 13 elected Mayors, representing their regions and provides strategic guidance and steer to C40 in their support of over 90 cities on city climate change action. Outcomes from this meeting included the agreement to renew the term of Mayor Hidalgo of Paris as C40 chair and the expansion of C40 support to new cities in Africa, South America and South-East Asia.
**Divestment of fossil fuel assets**

On 26 March, I called on local authorities from across London to join me in fighting climate change by divesting their pension funds from fossil fuel companies, in support of my manifesto commitment on divestment. I asked local authorities to work with their pension fund managers to recognise the risk of climate change to their investments and start to divest from fossil fuels and invest in more clean projects. Local authorities were asked to follow the lead of the LPFA who have put in place a climate change policy that includes undertaking all necessary divestment by 2020 and pursuing sustainable investment. The call was supported by Divest London, Hammersmith and Fulham council, Share Action and The Ashden Trust.

**Licence Lite**

My Licence Lite project went into operation on 1 January 2018 as a 12-month pilot project. The project buys electricity from the Scottish and Southern Energy combined heat and power plant in Woolwich and sells it to two Transport for London tube depots. On 1 April, I added to the range of generators I buy electricity from as planned by purchasing electricity from 11 PV installations belonging to the housing association, Peabody.

**Public Water Fountains**

On 25 March, I announced the first of up to 20 new public water fountains which will be installed across the capital this year as part of my work to reduce single-use plastic bottles. The first new fountain was installed in Kingly Court off Carnaby Street, with three more to follow this summer – two in Liverpool Street Station and one in Bankside’s Flat Iron Square.

I also launched the London Drinking Fountain Fund inviting bids from land and site owners to secure locations for the next 16 fountains. I have provided up to £50,000 towards this fund, with an additional £25,000 provided by water fountain specialists MIW. Applications will be considered from site owners bidding for fountains in busy shopping streets, business districts, public attractions and other places that have high public footfall. The bids will be assessed by the #OneLess campaign, which is led by Zoological Society of London (ZSL).

**Women in the cleantech sector**

On 22 March, the London Sustainable Development Commission launched a new work programme to investigate the issues being faced by women in the cleantech sector in London. A number of workshops were held along with an online survey to investigate the challenges and the opportunities for women-led cleantech enterprises, and women looking to start one. These workshops will help inform a recommendations report, expected later in 2018. The findings from this work will help to build solutions into the development of a cleantech innovation cluster for London.

**100 rapid charge points in London**

On 19 March, to mark the installation of over a hundred TfL-led rapid electric vehicle charge points since I’ve been in office, I was given a demonstration of a new rapid charger on Southwark Street in action using one of the new zero emission capable taxis. These new charge points will power up cars, vans and London’s new zero emission capable taxis in record time. They only take 20-30 minutes to charge, compared with 7-8 hours with a standard charger. These new chargers will help to ensure that drivers can always access power quickly
when they are out and about, helping to make the switch to electric vehicles easier for individuals, businesses and taxi drivers.

Refill London

On 15 March, I launched the pilot of Refill London, a free tap water initiative which encourages shops and business to offer free tap water ‘refills’. This is part of my plans to reduce single-use plastic bottles in the capital.

Participating shops and businesses will have ‘Refill London’ stickers in their windows letting people know they are offering free tap water and that there is no need to feel uncomfortable or embarrassed asking for it. They also appear on an app which helps Londoners find their nearest Refill station.

Refill London is initially operating in five areas of London: Greenwich town centre, Lewisham High Street, the Southbank and Bankside, Regent St, and London Bridge. The scheme is running in partnership with Thames Water and City to Sea, a campaign group that aims to help stop ocean pollution. The #OneLess campaign, led by The Zoological Society of London, will evaluate the first phase of the scheme and their analysis will feed into plans for a wider roll-out.

Education and Youth

Primary Careers Conference in Camden

On 26 April my Deputy Mayor for Education and Childcare, Joanne McCartney, opened the fourth Primary Careers Conference in Camden. Run by Camden Council and Netley Primary School, the conference was attended by just under 200 Year 5 students – most of them from schools in the borough, although Islington, Haringey and Greenwich were also represented. With some fantastic speakers and interactive workshops, the conference aimed to raise the aspirations of Year 5 students and inspire them to think about their future careers. They have all now returned to school as ‘Careers Champions’ and will be running their own careers activities to inspire their classmates.

Events like this are so important for our city’s young people. Although careers education was traditionally the preserve of secondary schools, we now know that children start to define jobs by gender and rule out certain career routes long before they leave primary school. Socio-economic background is also a huge influencing factor, meaning that some children are closing down their options from a very young age. Joanne and I are committed to ensuring that all young Londoners feel excited and prepared for the world of work, making the most of all the opportunities that our city can offer.

The First Mayor’s London Scientists.

On 20 April, my Deputy Mayor for Education and Childcare, Joanne McCartney welcomed the first cohort of Mayor’s London Scientists to City Hall. Year 9 students have developed projects to meet London’s environmental challenges through Imperial College’s Schools Challenge programme. As part of my pledge to encourage more young Londoners into STEM, I have provided funding through my Mayor’s London Scientist programme. This enables students to
achieve the CREST Award – the top nationally recognised accreditation scheme for STEM project work.

**World leaders and young Londoner’s debate gender equality at City Hall**

On 18 April, I welcomed the Prime Minister of Canada, Justin Trudeau, and the Prime Minister of New Zealand, Jacinda Ardern, to City Hall to be questioned by young Londoners on gender equality.

Students from secondary schools in Lewisham, Southwark and Haringey discussed feminism and issues affecting young people at a workshop run by the Fawcett Society, before they took part in a Q&A session with me and the two Prime Ministers.

The event was part of my #BehindEveryGreatCity campaign, which celebrates 100 years since the first women secured the right to vote in the UK. Both Canada and New Zealand have led the way in universal suffrage and celebrating diversity, and both Prime Minister Trudeau and Prime Minister Ardern are well known for their work to improve gender equality.

It was both Prime Ministers’ first official engagement on their UK trip. Their attendance preceded the Commonwealth Heads of Government Meeting, where leaders from all the member countries gathered in London and Windsor to reaffirm their common values, address the shared global challenges and agree how to work to create a better future for all our citizens, particularly young people. I was delighted to host them at City Hall and share London’s successes.

**TfL Schools Challenge**

On 9 March, my Statutory Deputy Mayor, Joanne McCartney spoke at the finals of the TfL Schools Challenge “Innovate TfL in association with Cleshar” in the Year of the Engineer. The competition is for students attending sixth form or college to present innovative solutions to address the Mayor’s priority to improve London’s transport.

**Communities and Social Policy**

**Citizenship Integration Initiative (CII)**

In April, we welcomed new 2018-2019 Citizenship and Integration Initiative (CII) Secondees from civil society organisations, who will be working at City Hall for the next year. The CII is a partnership between City Hall and civil society which delivers activities through a pooled fund, supported by the Mayor and several independent trusts and foundations. The CII’s 2017-2018 achievements include raising the profile of young Londoners with insecure status among policy makers, schools and local authorities; and piloting of new approaches to citizenship ceremonies.

**Stephen Lawrence Anniversary reception**

On 23 April, I was privileged to host Baroness Doreen Lawrence and her family here at City Hall to celebrate the life and legacy of Stephen Lawrence. The reception was held in partnership with the Stephen Lawrence Trust, and a film co-produced by City Hall’s Peer Outreach Team was shown as part of the programme.
Older Londoners stakeholder meeting

On 23 April, my Deputy Mayor for Social Integration, Social Mobility and Community Engagement Matthew Ryder hosted a meeting with groups representing older Londoners to discuss engaging with them and older Londoners, particularly on the soon-to-be-launched Mayor’s Equality, Diversity and Inclusion Strategy.

Community meeting on serious youth violence.

On 18 April, I hosted a roundtable exploring what’s working tackling the underlying drivers of serious youth violence, and how the GLA, MOPAC and other key players can work more closely with the community in the future on these issues. The event was attended by well over 100 community and grassroots organisations working on the frontline to tackle this issue.

Windrush Generation and Commonwealth citizens

On 17 April, I wrote to the Prime Minister to outline my concerns with regards to the treatment of Commonwealth citizens living in the UK. Everyone who holds legal rights to live here should be legally recognised and able to access their rights, and in my letter, I asked that the situation be resolved quickly and fairly.

Social Integration Strategy

On 16 March, I launched All of Us: The Mayor’s Strategy for Social Integration which sets out a range of programmes and initiatives designed to improve social integration in London. Improving social integration means helping Londoners to build meaningful and lasting relationships with each other. It involves supporting them to be active in their communities and to play a part in the decisions that affect them. It also means reducing barriers and inequalities, so that Londoners can relate to each other as equals.

The London Family Fund

On 16 March, I launched The London Family Fund, offering £600,000 over three years to improve social networks, reduce isolation and bring families with young children together. The London Family Fund provides grants of up to £85,000 to innovative projects that promote social integration in London.

European Londoners Advice Portal

In March, I announced plans to launch a new online portal to make it easier for European Londoners to get the information they need to secure their status in the UK after Brexit. The new webpage will signpost European Londoners to information about their rights post-Brexit and direct those most at risk to expert legal advice, support services and guidance.

Health

London’s Child Obesity Taskforce

I’m delighted to have appointed Paul Lindley as chair of London’s Child Obesity Taskforce. Paul’s passion for improving the health and wellbeing of children is both inspiring and
infectious and will provide just the momentum needed to take on this challenge. His exceptional track record as an entrepreneur and campaigner is very impressive and I’m confident he’ll do a fantastic job.

I’m also excited to welcome Corinna Hawkes to the taskforce as vice-chair. As one of the world’s leading academics on obesity, she will be an invaluable asset to the team.

The London’s Child Obesity Taskforce, with the support of partners including Guy’s and St Thomas’ Charity, will focus on tackling the capital’s childhood obesity epidemic head on – ensuring that all young Londoners are able to thrive and lead happy, healthy lives.

**NHS leaders’ meetings**

On 23 March I met Jane Cummings, Chief Nurse for England and Regional Director for NHS England (London), where we discussed NHS performance and devolution. On 19 April I met the chair and Garrett Emmerson CEO of the London Ambulance Service, where we discussed a range of NHS issues including ambulance handovers at London’s A&E departments and other LAS performance issues. These are regular meetings with NHS leaders which I use as an opportunity to champion and challenge the work they do for Londoners.

**London Health Board**

On 19 April, I chaired the quarterly meeting of the London Health Board. The Board considered options to further increase the transparency of its proceedings. Following final approval at the June meeting, arrangements will be made to webcast meetings and publish agenda, papers and minutes – except for FOI-exempt information. This will begin from the first Board meeting following the public meeting of the London Health Board scheduled for October 2018.

The Board also considered Child and Adolescent Mental Health Services in Schools and requested a mapping exercise of current provision to be undertaken and the conclusions be fed into local plans. Ahead of this the Board was keen to build involvement of young people and promote the range of effective, evidence-based apps such as NHS Go.

The Board also received an update setting out the Strategic Partnership Board’s (SPB) proposed priority themes and outline work programme, highlighting in particular the themes of integration, estates and transformation funding and sought the Board’s views on prioritisation. The agendas, papers and minutes of the SPB meetings are made public on the Healthy London Partnership website.

Members also gave their views on the draft programme for the London Health Board’s public conference which will be held in October 2018.

**Thrive Greenwich**

On 23 March, my Statutory Deputy Mayor, Joanne McCartney, visited Greenwich Borough Council to support the launch of Thrive Greenwich; a local approach to the citywide movement Thrive LDN.
Healthy Schools London

On 13 March, my Deputy Mayor for Education and Childcare, Joanne McCartney, visited Snowsfields Primary School, LB Southwark to congratulate them on their fantastic work as part of my Healthy Schools London programme. They have achieved bronze and silver awards for their work on pupils’ mental health, emotional literacy and increasing levels of confidence and self-esteem.

On 21 March, Joanne McCartney visited Byron Court Primary School in London Borough of Brent to congratulate them on their fantastic work as part of my Healthy Schools London programme. They have achieved bronze and silver awards for their work on pupils’ physical activity, encouraging pupils to take part in the Daily Mile, and oral health promotion.

Team London and Volunteering

Team London Major Events – London Marathon

My volunteering team, Team London, provided 151 volunteers in 8 locations to support the smooth running of the London Marathon. Volunteers were on hand to provide route maps, answer questions from spectators and cheer on marathon runners. Team London has also provided volunteer opportunities at The Boat Race, The St. Patrick’s Day Parade and Festival, the Trafalgar Square Games Festival and The Feast of St. George.

I was also pleased to support two teams of firefighters from the London Fire Brigade who ran the London Marathon. The teams from Paddington and North Kensington fire stations, who were among the first to attend the Grenfell Tower fire, have raised almost £150,000 for Grenfell community charities. Congratulations to them and all those who took part in the event.

Team London/Thrive LDN grants

On 4 April, Team London hosted a monitoring and evaluation workshop with the community and voluntary sector organisations who have received grant funding through my Team London/Thrive LDN grants. The grants are funded in partnership with #iwill and Step Up to Serve. The event gave groups the opportunity to discuss challenges and opportunities around output and outcome measurement and understand the overall theory of change for the programme of work.

HeadStart Action

On 28 March, Team London and The Challenge hosted an event which allowed young people from Ark Globe Academy the chance to present their social action projects. This marked the completion of the first phase of the HeadStart Action pilot in Southwark, supported by Lendlease. HeadStart Action is a geographic and demographic focused personal and social development programme. It is targeted at young people who are at risk of becoming NEET and require greater support to be in education, employment or training.
Forces for London

On 22 March, I launched our new employment support programme for veterans and early service leavers. The programme is co-funded by the European Social Fund and the GLA, and delivered in partnership with Team London and RFEA: The Forces Employment Charity. Forces for London will help 200 veterans and early service leavers to access high quality volunteering opportunities and employability training. This will provide them with the skills, confidence and experience needed for the world of work. By 2020, 100 veterans will have been supported to enter sustained employment, education or training.

Team London Ambassadors programme

On 21 March, I launched the recruitment drive for my 2018 Team London Ambassador Programme. Every summer, hundreds of Team London Ambassadors welcome tourists at destinations around the city. Known as London’s ‘friendly face’, they show the world the best our city has to offer. This year, we are focusing on recruiting volunteers from diverse backgrounds, younger volunteers and those with disabilities. We are pleased to have received over 300 applications and look forward to welcoming these new volunteers to join our established community of Ambassadors – many of whom have been volunteering with the programme since its inception in 2012.

Culture and Events

Vaisakhi 2018

On 28 April I attended Vaisakhi on Trafalgar Square, which was delivered together with representatives from across the Sikh community. The stage programme, hosted by BBC Asian Network’s Harpz Kaur, was filled with the best of Sikh culture and heritage. This included world-class musicians leading the dharmic and Gurbani kirtan music-making, Lehmber Hussainpuri, London’s own Golden Roots and Qi-Rattan. Younger performers included Manvir Singh Mani, who made the 2017 final of Voice of Punjab and Karanjit Singh from Dharam Seva records.

Highlighting my #BehindEveryGreatCity campaign, Vaisakhi also shone a light on great female figures of Sikh history, including the role played by Princess Sophia Alexandra Duleep Singh in the Suffrage Movement 100 years ago.

Over 200 volunteers from the Sikh community supported the event, which focused on Seva, Kirtan and langar (free meal), to create a day that was inclusive for both Sikhs and non-Sikhs alike.

Fourth Plinth Schools Award Ceremony

On 26 April, my Deputy Mayor for Culture and the Creative Industries, Justine Simons OBE, hosted the Fourth Plinth Schools Awards Ceremony at City Hall. This annual competition invites London’s primary and secondary schoolchildren to create artworks inspired by the commissions for the Fourth Plinth in Trafalgar Square. With more than 3,800 entries by almost 4,500 students, this has been another record year for the competition. Once again, London’s
school children have astounded us with their originality and imagination. London’s teachers have shown extraordinary commitment in helping students realise their creative visions.

**Unveiling of Millicent Fawcett by Gillian Wearing on Parliament Square**

On 24 April I held the public unveiling of the first statue of a woman on Parliament Square; that of suffragist leader Millicent Fawcett. Created by Turner Prize-winning artist Gillian Wearing OBE, this historic statue is also the first created by a woman to stand within the Square.

Marking 100 years since some women received the vote, the statue was unveiled by three generations of women – Jennifer Loehnis, a close relative of Millicent Fawcett; campaigner and activist Caroline Criado Perez OBE; Deputy Mayor for Culture and Creative Industries, Justine Simons OBE; artist Theresa Lola; and Agatha and Precious, schoolgirls from Millbank Academy, Westminster and Platanos College, Lambeth. The event was attended by several thousand and broadcast live on national and international media, and was a key moment in my #BehindEveryGreatCity campaign.

**Feast of St George – 21 April 2018**

On Saturday 21 April, I attended our annual Feast of St George event at Trafalgar Square, in celebration of St George’s Day for England’s patron saint, and inspired by its 13th century origins as a national day of feasting. The day was very much in the English tradition of fetes and festivals, and included a programme of traditional and modern music and entertainment enjoyed by a diverse audience of Londoners and visitors. The event brings into a focus England’s amazing heritage, culture and creativity, and also how the flag of St George can be a positive symbol, with people of all ages and backgrounds enjoying the opportunity to wave a flag and join in the fun. I was pleased to see the flag raised outside City Hall in the week leading up to St George’s Day on 23 April.

The event included a stage programme of traditional and contemporary artists with content that reflected the theme of my #BehindEveryGreatCity campaign, just a few days before the Millicent Fawcett statue was unveiled on Parliament Square. Amongst the acts on stage were Pop London, a band whose performance celebrated great UK contemporary female artists, and the Player’s Theatre, whose Victorian Music Hall show celebrated female stars of a hundred years ago, at a time when women were campaigning for the vote. The Players’ Theatre show included special guest artist Anita Harris, who has had a long and successful career in music, theatre, film and TV.

I’m incredibly proud to have hosted Feast of St George in Trafalgar Square, England is at its best when we both honour our heritage and embrace our future. For me, St George’s Day is about the phenomenal history of this country but is also about celebrating our modern diversity and the many different ways we can all feel proud to be English.

**New Chair and Vice Chair of the London Night Time Commission appointed**

On 12 April, I appointed Kate Nicholls as the new Chair of the London Night Time Commission. Kate is an existing member of the Commission and brings sound expertise to the role. She is CEO of UK Hospitality and has an excellent track record working with business, government and public authorities.
I want to ensure that London can thrive as a vibrant 24-hour city. Kate’s appointment will ensure continuity in the important work of the London Night Time Commission. I look forward to receiving their final report and recommendations later this year.

**Meetings with Lisbon’s Deputy Mayor for Culture and the Mayor of Bogota**

On 9 April, my Deputy Mayor for Culture and Creative Industries, Justine Simons OBE, welcomed Lisbon’s Deputy Mayor for Culture, Catarina Vaz Pinto to City Hall. The meeting strengthened relationships between our two cities, shared learning from cultural initiatives from both cities and reaffirm Lisbon’s active participation in the World Cities Culture Forum initiative.

On 10 April, my Deputy Mayor for Culture and Creative Industries, Justine Simons OBE, met with Enrique Peñalosa, Mayor of Bogota, to discuss the cultural challenges facing Bogota and London, share learnings around my Creative Enterprise Zones programme and re-activate Bogota’s participation in the World Cities Culture Forum initiative.

**Olivier Awards Ceremony**

On 8 April, my Deputy Mayor for Culture and Creative Industries Justine Simons OBE attended the Olivier Awards at the Royal Albert Hall. The event foregrounded London’s theatre talent and ongoing success, with David Lan, the outgoing director of London’s Young Vic Theatre, receiving an Outstanding Contribution to Theatre Award. Individual awards were won by actors Bryan Cranston, Sheila Atim, Michael Jibson and Laura Donnelly, and by The Ferryman’s director Sam Mendes and its writer Jez Butterworth, all for outstanding work taking place the capital. Hamilton, the hip hop musical now showing in the West End, won 7 awards from 13 nominations. The Time’s Up campaign against sexual harassment against women in theatre took centre stage throughout the evening.

**London Games Festival 2018**

On 5 April, my Deputy Mayor for Culture and Creative Industries, Justine Simons OBE, opened this year’s London Games Festival at Somerset House alongside Somerset House’s Chief Executive Jonathan Reekie. Justine confirmed my ongoing support providing £1.2 million to deliver three further festivals until 2021 as part of a wider package called Games London. This support funds the UK’s only Games Production Finance Market which will deliver an estimated £40 million of new investment into video games over the next three years. The programme will also deliver trade missions and inbound trips for overseas investors. The UK is currently the fifth largest country for games production in the world. The three-year investment package shines a spotlight on the capital’s world class games talent.

**Visit to Mountview Academy of Theatre Arts and South London Gallery**

On 4 April, my Deputy Mayor for Culture and the Creative Industries, Justine Simons OBE, visited the site of the new Mountview Academy of Theatre Arts school and community venue. Mountview were successful in their bid for Good Growth funding from my Regeneration team, to relocate from Tottenham to Peckham. The site is due to open in late 2018. The new building will be a state of the art public building for education and culture.

Justine also visited the new Fire Station development on Peckham Road, which will become an additional public space for South London Gallery, bringing this derelict fire station back into use and preserving its heritage. It has also been funded through my London Regeneration
Fund. The project, which is due to open later this year, will increase South London Gallery’s community outreach work through expanded programmes for children and young people, focusing on training, apprentice and volunteering opportunities.

Fourth Plinth unveiling

On 28 March I unveiled ‘The Invisible Enemy Should Not Exist’ by Michael Rakowitz on the Fourth Plinth – the world’s most famous public art platform. This is the 12th work to appear on the Fourth Plinth since the commissioning programme began in 1998, and will be on display for free to the public until March 2020.

The Invisible Enemy Should Not Exist is a project that Rakowitz started in 2006 through which the artist is attempting to recreate over 7,000 objects looted from the Iraq Museum or destroyed at archaeological sites across the country in the aftermath of the Iraq war. For the Fourth Plinth, Rakowitz has recreated the Lamassu, a winged bull and protective deity that stood at the entrance to Nergal Gate of Nineveh (near modern day Mosul) from c 700 B.C, until it was destroyed by ISIS in 2015.

LSO Trafalgar Square Concert launch

On 27 March my Night Czar, Amy Lamé, spoke at the launch event for the London Symphony Orchestra’s annual free concert on Trafalgar Square, the first with new LSO conductor Sir Simon Rattle at the helm. This event allows thousands of Londoners and visitors to experience world-class music-making in the heart of the city for free. It also gives talented young musicians involved in the orchestra’s education work the chance to perform alongside professional musicians.

Draft Culture Strategy presented to the London Assembly Economy Committee

On 26 March, my Deputy Mayor for Culture and the Creative Industries, Justine Simons OBE attended the London Assembly Economy Committee, chaired by Caroline Russell to discuss my draft Culture Strategy: *Culture for all Londoners*. The Deputy Mayor was accompanied by Ben Evans, CEO of the London Design Festival and Chair of my Cultural Leadership Board and Shonagh Manson, Assistant Director for my Culture and Creative Industries team. Additional panel members included Sharon Ament, Director of Museum of London and member of my cultural Leadership Board, Jenny Waldman CBE, Director of 14-18 NOW, and Councillor Clare Coghill, Leader of the London Borough of Waltham Forest.

Launch of my draft Culture Strategy and Culture Seeds

On 23 March, I launched my draft Culture Strategy, *Culture for All Londoners*, for public consultation with my Deputy Mayor for Culture and Creative Industries, Justine Simons OBE and Ben Evans, Chair of my Cultural Leadership Board, at Battersea Arts Centre in Wandsworth. With a welcome from David Jubb, Battersea Arts Centre’s Artistic Director and Chief Executive, the event included performances from a Community Choir and Beatbox Academy. Consultation on the draft Culture Strategy is open until 19 June during which time my Culture and Creative Industries team will consult widely across London and the sector.

I also launched my new £1million micro grant programme, Culture Seeds. This two-year rolling fund will support community-led grassroots cultural activities by individuals and groups, prioritising those who have not previously benefited from public funding.
Dagenham Film Studios

On 23 March, Darren Rodwell, Leader of Barking and Dagenham Council, and member of my Cultural Leadership Board announced the preferred bidder for the construction and operation of the proposed Dagenham Film Studios. I supported the feasibility study of these new facilities, the largest studios to be built in London for the past 25 years. This study showed that the studios could generate around 780 full-time jobs in the local area and generate £35m each year for the UK economy.

Sounds Like London campaign launched

On 23 March, I announced Sounds Like London. This new campaign will take place in June 2018 and encourage audiences to visit their local grassroots music venues and will promote the capital’s emerging female talent. Grassroots venues are the foundation of London’s multi-billion-pound music industry and are the talent incubator that feeds our success as a leading world music city. Sounds Like London will be a month of high profile and grassroots music gigs and special events. It will also support my Behind Every Great City campaign, highlighting the vital role women play in the music industry’s success.

#London United anniversary tribute to Westminster, London Bridge, Finsbury Park and Parsons Green attacks

Londoners will never forget the innocent lives lost in the horrific terror attacks in our city in 2017, nor the bravery of our emergency services and first responders who ran towards danger while urging the rest of us to run to safety. Following consultation with bereaved families, survivors and others, we announced plans to mark the anniversaries of each of the attacks on London last year. On 22nd March we marked the first anniversary of the attack in Westminster by projecting #LondonUnited on to the Houses of Parliament. #LondonUnited will be projected on to London Bridge, Finsbury Park Mosque and Parsons Green Tube station on the anniversary of each terrorist attack.

I also laid a wreath at Parliament Square in remembrance of those who lost their lives, and opened a 3D installation of #LondonUnited together with a digital book of hope at City Hall where members of the public can pay their respects. Any messages of strength, hope and resilience using #LondonUnited on social media will be projected onto a map of London at City Hall until 19 June. I hope #LondonUnited will help people to come together and remember those who were killed and injured, to show solidarity and support for their families and friends and the people whose lives have been affected by these tragic attacks.

Announcement of 10 development grants for Creative Enterprise Zones

On 20 March, I announced the eleven boroughs who will receive a share of my £500,000 fund to develop bids to become a Creative Enterprise Zone, enabling artists and creative business to put down roots in local areas. 25 boroughs applied for grants. Barking and Dagenham, Bexley, Camden, Croydon, Harrow, Hounslow, Lambeth, Lewisham, Southwark, Tower Hamlets and Hackney, and Haringey, through their existing Tottenham Pathfinder research, have been selected to develop their bids. I will announce up to three Creative Enterprise Zones awards in autumn 2018.
St Patrick’s Day Festival and Parade – 16-18 March 2018

I was delighted to host London’s three day London St. Patricks Day Festival, from 16-18 March, which was an opportunity for Londoners and visitors to the capital to immerse themselves in Irish culture at its best.

This year, as part of my #BehindEveryGreatCity campaign, the event celebrated the achievements of Irish women in London, with Irish icons Gloria Hunniford and Imelda Staunton joining me at the head of the parade surrounded by leading Irish women in London.

I spoke from the main stage at Trafalgar Square, and it was great to see people from all communities celebrating together, showing that London is truly open – to people, business and new ideas.

Other activities during the celebrations included an all-women Irish music trail; guided walks highlighting Irish women in London; celebrated Irish artist Pauline Bewick exhibiting in City Hall; and cinemas around the West End screening the very best of Irish cinema.

Into Film Awards

On 13 March, my Deputy Mayor for Culture and Creative Industries, Justine Simons OBE, attended the Into Film Awards 2018. Justine presented Suzanne Cohen from Summer University with the award for Educator of the Year. Into Film aims to give every child aged 5-19 in the UK the chance to experience film creatively.

The Mayor’s busking competition is open for entries

Gigs, in association with Gibson, is now open for entries. My annual busking competition has helped hundreds of aspiring musicians. It is free to enter and participants receive mentoring from industry professional before taking to the streets to showcase their talents. Competitors are supported by the Gigs team as they perform to thousands of members of the public. The grand finalists will battle it out for a range of prizes and opportunities. Applications will close on 10 June.

Sport and Olympic and Paralympic Legacy

Launch of Sport Unites

On 21 March, I launched my new, multi-million-pound flagship community sports programme, Sport Unites. Sport Unites aims to harness the power of sport to make London the most active and socially integrated city in the world. The programme will invest in initiatives that use sport to bring people from different backgrounds together, strengthen local communities and improve the physical and mental health of all Londoners.

Launch of London Together Fund

As part of Sport Unites, I launched The London Together Fund in partnership with Comic Relief. The London Together Fund project is matched funded by Comic Relief and totals £3m over three years. The fund will offer large grants, investing in initiatives that use sport to
improve social integration across London. Grants of £25,000 to £150,000 to support projects that:

- reduce isolation and loneliness
- bring together people from different backgrounds to reduce prejudice, negative stereotyping and increase trust
- increase opportunities to support Londoners into work, employment and training
- provide opportunities for Londoners from all backgrounds to volunteer

The fund is currently open for applications and the deadline for submissions is 16th May.

The London Stadium

The London Stadium continued to stage Premier League matches with West Ham United playing games against Burnley (10 March), Southampton (31 March) and Manchester City (29 April) games. Following crowd unrest at the Burnley match significant additional stewarding was put in place with the other matches passing off without incident.

On 24 March, the London Stadium also hosted an Aviva Premiership Rugby match between Saracens and Harlequins in front of a capacity crowd.

A topping out ceremony was held for the third school to be built on Queen Elizabeth Olympic Park since the London 2012 Games. The Bobby Moore Academy secondary school is located to the south of the London Stadium and is due to open its doors to Year 7 and 8 pupils in September.

Old Oak and Park Royal Development Corporation

On 21 March, OPDC received news that the Corporation, working alongside GLA, is shortlisted for the Government’s Housing Infrastructure Fund.

On 19 March, I published the Greater London Authority (GLA) Group gender pay gap report. Across GLA Group and OPDC has a gender pay gap of minus 20.66 per cent.

Planning

Planning and Development Control 06 March 2018 to 24 April 2018

Planning Decisions (Stage II referrals)

Barnet House, Whetstone, LB Barnet

I have written to the London Borough of Barnet stating that I am content to allow the Council to determine the application itself.
150 Holborn, LB Camden
I have written to the London Borough of Camden stating that I am content to allow the Council to determine the application itself.

Camden Goods Yard, Chalk Farm, LB Camden
I have written to the London Borough of Camden stating that I am content to allow the Council to determine the application itself.

New Avenue Estate, LB Enfield
I have written to the London Borough of Enfield stating that I am content to allow the Council to determine the application itself.

Woolwich Polytechnic School for Girls, RB Greenwich
I have written to the Royal Borough of Greenwich stating that I am content to allow the Council to determine the application itself.

The Hurlingham Club, Parsons Green, LB Hammersmith and Fulham
I have written to the London Borough of Hammersmith and Fulham stating that I am content to allow the Council to determine the application itself.

Land at Haringey Heartlands, Hornsey, LB Haringey
I have written to the London Borough of Haringey stating that I am content to allow the Council to determine the application itself.

Tottenham Hale Bus Station, LB Haringey
I have written to the London Borough of Haringey stating that I am content to allow the Council to determine the application itself.

Harrow View West, Harrow, LB Harrow
I have written to the London Borough of Harrow stating that I am content to allow the Council to determine the application itself.

Dukes Meadows, Chiswick, LB Hounslow
I have written to the London Borough of Hounslow stating that I am content to allow the Council to determine the application itself.

Former Morrisons, Cavendish Parade, Hounslow, LB Hounslow
I have written to the London Borough of Hounslow stating that I am content to allow the Council to determine the application itself.

Morrison’s Supermarket, Brentford, LB Hounslow
I have written to the London Borough of Hounslow stating that I am content to allow the Council to determine the application itself.

Newcombe House, Notting Hill Gate, RB Kensington and Chelsea
I have written to the Royal Borough of Kensington and Chelsea stating that I will act as the local planning authority for the purposes of determining the planning application.

London Television Centre, Southbank, LB Lambeth
I have written to the London Borough of Lambeth stating that I am content to allow the Council to determine the application itself.
UCL East, Stratford, London Legacy Development Corporation
I have written to the London Legacy Development Corporation stating that I am content to allow the Corporation to determine the application itself.

Former Co-op Site, East Ham, LB Newham
I have written to the London Borough of Newham stating that I am content to allow the Council to determine the application itself.

Land to the rear of 1-51 Peckham High Street, LB Southwark
I have written to the London Borough of Southwark stating that I am content to allow the Council to determine the application itself.

Former Southwark Fire Station, Southwark Bridge Road, LB Southwark
I have written to the London Borough of Southwark stating that I am content to allow the Council to determine the application itself.

18 Blackfriars Road, Southwark, LB Southwark
I have written to the London Borough of Southwark stating that I am content to allow the Council to determine the application itself.

Former Royal London Hospital, Whitechapel, LB Tower Hamlets
I have written to the London Borough of Tower Hamlets stating that I am content to allow the Council to determine the application itself.

The Mall, Walthamstow, LB Waltham Forest
I have written to the London Borough of Waltham Forest stating that I am content to allow the Council to determine the application itself.

Palmerston Court, Battersea Park Road, LB Wandsworth
I have written to the London Borough of Wandsworth stating that I am content to allow the Council to determine the application itself.

Springfield Hospital, Tooting, LB Wandsworth
I have written to the London Borough of Wandsworth stating that I am content to allow the Council to determine the application itself.

Airwork House, 33-35 Piccadilly, City of Westminster
I have written to the City of Westminster stating that I am content to allow the Council to determine the application itself.

Planning Decisions (Stage I referrals)
I have asked officers to send letters giving comments about the following stage one referrals:

- Pentavia Retail Park, Watford Way, Mill Hill, LB Barnet
- Colindale Telephone Exchange, Colindale, LB Barnet
- European Design Centre, Colindale, LB Barnet
- 6-10 Sherman Road, Bromley North, LB Bromley
- 10A Sherman Road, Bromley North, LB Bromley
- Langley Court, Beckenham, LB Bromley
- 2–6 St Pancras Way, Kings Cross, LB Camden
- 100 & 106–107 Leadenhall Street, City of London
- Selhurst Park Stadium, Selhurst, LB Croydon
- Land at Belgrave Road and Grosvenor Road, South Norwood, LB Croydon
- Belvue School, Northolt, LB Ealing
- School Evershed Sports Ground, Elthorne, LB Ealing
- The Chocolate Factory and Parma House, Wood Green, LB Haringey
- Land at Harmondsworth, Holloway Close, West Drayton, LB Hillingdon
- St John’s School, Northwood, LB Hillingdon
- Heythrop College, Kensington Square, RB Kensington and Chelsea
- Ladbroke Grove, 321–335 Kensal Road, Ladbroke Grove, RB Kensington and Chelsea
- Triangle Site, Royal Dock, LB Newham
- 49–53 Glengall Road, Peckham, LB Southwark
- 5 Mandela Way, Walworth, LB Southwark
- 1–5 Paris Gardens and 16–19 Hatfields, Southwark, LB Southwark
- St George’s Quarter, Elephant and Castle, LB Southwark
- 313–349 Ilderton Road, Old Kent Road, LB Southwark
- One Neathouse Place, Victoria, City of Westminster
- Whiteley’s Shopping Centre, Bayswater, City of Westminster
- Queensway Parade, Bayswater, City of Westminster
- 268–282 Vauxhall Bridge Road, Victoria, City of Westminster
- 40 Broadway, St James’s Park, City of Westminster

**Delegated Planning Decisions (Stage 1 referrals)**

The Deputy Mayor has asked officers to send a letter giving comments about the following stage one referral:

- Gallions 3B, Magellan Boulevard, Gallions Reach, LB Newham

**Planning Decisions (Stopping Up Order)**

I have sent a letter giving comments about the following stopping up order referral:

- Chester Gate, Regent’s Park, LB Camden

**Decisions made under delegation to Assistant Director - Planning**

- Ashmole Primary School, LB Barnet
- Hanson Quarry Products Europe Ltd, LB Bexley
- Crayford Materials Recycling Facility, LB Bexley
- Foreshore from Allhallows Lane, City of London
- 3–5 Norwich Street, City of London
- Sherwood Close Estate, LB Ealing
- Land Bounded by Deptford Creek, RB Greenwich
- Licensed Facility No. 3, Tripcock Point, RB Greenwich
- Inert Waste Recycling and Storage Facility, Tripcock Point, RB Greenwich
Key Engagements

Among my additional engagements since my last report were the following:

- I visited the Central School of Speech and Drama on 9 March to launch my new strategy to tackle Violence Against Women and Girls
- I attended the Excellence in Policing Awards Ceremony on 9 March
- I attended the launch of the GMB’s Making It Campaign to support UK Manufacturing on 14 March
- I met with the Rt Hon David Gauke MP, the Lord Chancellor & Minister for Justice, on 14 March to discuss London criminal justice devolution
- I attended a Knife Crime Roundtable hosted by the Home Secretary on 14 March
- I attended the launch of the King’s Commission on London final report at City Hall on 15 March
- I chaired the London Economic Action Partnership (LEAP) Board meeting on 15 March
- I attended the unveiling of the plaque in memory of Makram Ali on 15 March
- I had my regular meeting with Cressida Dick, the Metropolitan Police Commissioner, on 15 March
- I visited Mumspace at St Michael’s and All Angels Church in Southwark on 16 March to launch my Social Integration Strategy
- I addressed the St Patrick’s Day Festival on Trafalgar Square on 18 March
- I visited the new TfL rapid charge point on Southwark Street on 19 March to launch the new Rapid Charging Point Network
- I met with Mike Brown, the Transport Commissioner, ahead of the Transport for London Board Meeting, on 19 March
- I chaired my regular planning decisions meeting on 19 March
- I attended AC Rowley’s retirement reception at New Scotland Yard on 19 March
- I chaired the Transport for London Board meeting on 20 March
- I hosted a media reception at City Hall on 20 March
- I visited the Peckham Harris Academy on 21 March to launch the Sport Unites Programme with Comic Relief
- I addressed the Chinese Investor Spring Reception taking place at City Hall on 21 March
• I signed the digital Book of Hope being hosted at City Hall on 22 March to mark the anniversary of the Westminster terror attack
• I attended Mayor’s Question Time on 22 March
• I attended the Memorial Service for PC Keith Palmer at St Mary’s Undercroft at the Houses of Parliament on 22 March
• I had my regular meeting with Transport for London on 22 March
• I visited Battersea Arts Centre on 23 March to launch my draft Culture Strategy and to launch Culture Seeds, the new micro grants programme for culture
• I had my regular meeting with Professor Jane Cummins, Regional Director, NHS England (London), on 23 March
• I met with Baroness Brady, Vice-Chair West Ham FC, on 26 March to discuss the Olympic Stadium
• I chaired my regular planning decisions meeting on 26 March
• I visited the AB Foundry in Poplar on 27 March
• I had my regular meeting with AC Neil Basu on 27 March to discuss policing and security
• I unveiled the 12th commission for the Fourth Plinth, by Iraqi American artist Michael Rakowitz called The Invisible Enemy Should Not Exist, on Trafalgar Square on 28 March
• I met with Keith Prince AM and representatives from Redbridge and Havering on 28 March to discuss Islamic burial provision in London
• I chaired the London Crime Reduction Board on 28 March
• I had my regular meeting with Cressida Dick, the Metropolitan Police Commissioner on 29 March
• I attended the Dulwich Hamlet v Dorking Wanderers football match taking place at Tooting & Mitcham FC in Morden on 30 March
• I attended the Night to Honour Ian Rush on 30 March
• I visited Tottenham on 6 April
• I attended a Serious Violence Roundtable chaired by the Home Secretary on 9 April
• I met with the Rt Hon Amber Rudd MP, the Home Secretary, on 9 April to discuss violent crime
• I chaired my regular planning decisions meeting on 9 April
• I hosted a Violent Crime Summit at City Hall on 10 April
• I attended a Gun & Knife Crime Roundtable at the House of Commons on 10 April
• I had my regular meeting with representatives from the South-East Region TUC on 10 April
• I visited Croydon on 11 April to take part in a weapon sweep
• I addressed the GLA Unison AGM on 11 April
• I appeared before the Police & Crime Committee on 11 April
• I had my regular meeting with Cllr Claire Kober, Leader of London Councils, on 12 April
• I had my regular meeting with Cressida Dick, the Metropolitan Police Commissioner, on 12 April
• I attended a community meeting in Hackney on 12 April
• I had a meeting with George Clarke on 13 April to discuss the Mayor’s Construction Academy
• I addressed the Annual Ceremony of Yom HaShoah taking place this year in Hyde Park on 15 April
• I chaired my regular planning decisions meeting on 16 April
• I had an introductory meeting with President Nana Akufo-Addo, President of Ghana, and Adjei Sowah, Mayor of Accra, on 17 April
• I had a meeting with the Citizenship & Integration Initiative Seeondees working at City Hall on 17 April
• I chaired the Mayor’s Business Advisory Board meeting on 18 April
• I had an introductory meeting with the Rt Hon Jacinda Ardern, Prime Minister of New Zealand, on 18 April
• I hosted a Town Hall meeting with the Rt Hon Justin Trudeau, Prime Minister of Canada, and the Rt Hon Jacinda Ardern, Prime Minister of New Zealand, at City Hall on 18 April
• I hosted a community meeting on Serious Youth Violence at City Hall on 18 April
• I attended the formal opening of the Commonwealth Heads of Government Meeting at Buckingham Palace on 19 April
• I chaired the London Health Board on 19 April
• I had my regular meeting with the London Ambulance Service on 19 April
• I had my regular meeting with Transport for London on 19 April
• I addressed the Feast of St George Festival in Trafalgar Square on 21 April
• I attended HRH The Queen’s Birthday Party Concert at the Royal Albert Hall on 21 April
• I attended the Stephen Lawrence 25th Anniversary Memorial Service at St Martins in the Fields on 23 April
• I hosted a reception at City Hall for the Stephen Lawrence Trust on 23 April
• I attended the unveiling of the Millicent Fawcett Statue in Parliament Square Gardens on 24 April
• I chaired my regular planning decisions meeting on 24 April
• I met with the Rt Hon Chris Grayling MP, the Secretary of State for Transport, on 25 April to discuss transport in London.
• I had my regular meeting with the Transport Unions on 25 April
• I had my regular meeting with AC Neil Basu on 25 April to discuss policing and security
• I had my regular meeting with Craig Mackey, the Deputy Police Commissioner, on 26 April
• I attended the first meeting of the Serious Violence Taskforce, convened by the Home Secretary, on 26 April
• I addressed the SERTUC Regional Council & AGM taking place at Congress House on 28 April
• I addressed the Vaisakhi Festival on Trafalgar Square on 28 April
• I chaired my regular planning decisions meeting on 30 April
• I met with the Rt Hon David Davis, the Secretary of State for Exiting the EU, on 30 April to discuss the implications of the vote to leave the EU
• I visited a London Living Rent case study in Newham on 30 April
• I attended the London Press Club Annual Press Awards on 1 May and gave a posthumous award to PC Keith Palmer
• I had my regular meeting with Transport for London on 1 May
• I had my regular update with Cressida Dick, the Metropolitan Police Commissioner, on 2 May on the work of the Violent Crime Taskforce

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Mayor’s Report to the Assembly

Background Document – List of decisions between 9 March 2018 and 3 May 2018

The Part 1 of Mayoral Decisions (from 6 April 2009), Executive Director Decisions (from 1 November 2010), Assistant Director Decisions (from 18 April 2013) and the non-confidential facts and advice supporting those decisions, are published on the GLA website here within one working day of approval, unless deferred. * = previously deferred publication.

<table>
<thead>
<tr>
<th>Ref</th>
<th>Decision</th>
<th>Date Signed</th>
<th>Approved by/ Mayoral Advisor</th>
<th>Financial Implications (summarised where long)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MD2275</td>
<td><strong>GLA Marketing Budget 2018/19</strong></td>
<td>29/03/18</td>
<td>Sadiq Khan/ Leah Kreitzman</td>
<td>As part of the 2018-19 budget process, a budget provision of £1m has been allocated for the proposed Centralised Marketing budget to effectively deliver marketing and engagement campaigns for the GLA. The budget will be held within the External Affairs Directorate, who will be responsible for the delivery of the GLA marketing campaigns and the associated expenditure during the 2018-19 financial-year. It should be noted, while it is intended that any sponsorship income secured for specific campaigns will be utilised in supplementing GLA resources, officers will look to make efficiencies to reduce the GLA contribution to campaign costs (wherever possible).</td>
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Approved:

1. Expenditure of up to £1 million on services and tools required to deliver effective marketing communications, digital communications and engagement campaigns for the Greater London Authority.

2. Delegates the decision on whether to allocate paid-for advertising to a campaign and the proportion of funding to be allocated to each campaign to the Assistant Director, External Relations in consultation with the Mayoral Director for External and International Affairs.

3. The GLA’s seeking of additional sponsorship from suitable corporate partners for the activities of the GLA Marketing, Creative and Digital teams, bringing both direct and indirect financial contributions and in-kind support to their activities.

4. Delegates authority to approve the entry into sponsorship arrangements for such campaigns or campaign activities, and agreement and execution of sponsorship agreements governing those arrangements, to the Assistant Director, External Relations in consultation with the Mayoral Director for External
and International Affairs without the need for further MD/DD approvals.

<table>
<thead>
<tr>
<th>MD2274</th>
<th>Treasury Management Strategy Statement 2018/19</th>
<th>29/03/18</th>
<th>Sadiq Khan/ David Bellamy</th>
<th>Financial implications are integral to the report.</th>
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<td><strong>Approved:</strong></td>
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<td></td>
<td>5. Group Investment Syndicate (GIS) Investment Strategy (Appendix 5).</td>
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<td></td>
<td>That the Mayor notes the 2016-17 outturn and the 2017-18 Mid-Year positions (Appendix 7).</td>
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<tr>
<th>MD2269</th>
<th>GLA OPS Enhanced Managed Services and Reporting licence</th>
<th>23/04/18</th>
<th>Sadiq Khan/ James Murray</th>
<th>It is proposed to re-allocate the existing dedicated IT Revenue budget within Housing &amp; Land (H&amp;L) department to cover these costs. Currently IT Revenue budget has been set at £150k per/annum, as a base budget, from 2018/19 through to 2020/21 financial years. However, it should be noted that, GLA’s Revenue budget is subject to the confirmation and sign-off by the Mayor</th>
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<td><strong>Approved:</strong></td>
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<tr>
<td></td>
<td>1. Reallocation of up to £150,000 in 2018/19 of revenue resources from the dedicated H&amp;L IT resource budget and expenditure of the same to fund the ongoing managed services cost by Keytree Ltd for the GLA OPS system.</td>
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</tbody>
</table>
2. Reallocation of up to £120,000 in 2019/20 and 2020/21 of revenue resources from the dedicated H&L IT resource budget and expenditure of the same to fund the ongoing managed services cost by Keytree Ltd for the GLA OPS system.

3. Reallocation of up to £30,000 in 2018/19 of revenue resource savings from MD 1665 and expenditure of the same for licensing costs for the GLA OPS reporting tool, TIBCO Jaspersoft.

4. Reallocation of up to £60,000 (£30,000 per annum) for 2019-21 of revenue resources from the dedicated H&L IT resource budget and expenditure of the same for licensing costs for the GLA OPS reporting tool, TIBCO Jaspersoft.

In addition, approval is also sought to utilise £30k of savings from MD1665 in 2018/19 financial year, towards licensing costs for the GLA OPS reporting tool, Jaspersoft.

**Mayoral component budget 2018-19**

Approved:

2. The revenue programmes for 2018-19.
3. The capital programmes for 2018-19.

**Young Londoners Fund**

Approved:

1. The Young Londoners Fund and associated expenditure of on a yearly basis.

Financial issues are integral to this decision. There are areas of risk and uncertainty, particularly in respect of the GLA’s group-wide responsibilities in respect of the system of business rates retention. The risks are mitigated by the existence of appropriate reserves. Overall, following a lengthy budget development process, the estimates and budgetary provisions represent reasonable and necessary financial provisions. The level of reserves is judged prudent in the context of know future liabilities, risks and funding uncertainties and will be kept under review.

Approval is being sought for expenditure of up to £45m on the delivery of the Young Londoners Fund with costs to be committed over three financial years in 2018-19 (£8m), 2019-20 (£16m) and
£45m spread over the financial years from 2018-19 to 2020-21 subject to the inclusion of appropriate break clauses in all funding agreements, and in all contracts awarded.

2. Receipt of additional funding from other funders of youth activities should it be forthcoming.

3. Allocation of £6.78m from the Young Londoners Fund to provide funding to the following Greater London Authority projects: Sport Unites, Stepping Stones, HeadStart Action, Young London Inspired, Mental Health First Aid in Schools, and Impact for Youth projects.

4. Allocation of £3.615m from the Young Londoners Fund to the Mayor’s Office for Policing and Crime to provide additional funding to the Knife Crime Community Seeds, London Gang Exit, and Major Trauma Centre and A&E Youth Work projects, and to support communications to help prevent knife crime.

5. Transfer of £0.7m from the Youth Innovation Fund to the Young Londoners Fund ‘Impact for Youth’ project.

2020-21 (£21m). The table below provides for an indicative expenditure budget over the three financial years (and as described in the main body of this report)

Of the above expenditure, £6.78m of funding will be allocated to the following Greater London Authority projects: Sport Unites, Stepping Stones, HeadStart Action, Young London Inspired, Impact for Youth projects and Mental Health First Aid in Schools over three financial years: 2018-19 (£2.525m), 2019-20 (£2.25m) and 2020-21 (£2.005m). See table below for breakdown.

A further, £3.615m of grant funding will be allocated to the Mayor’s Office for Policing and Crime over two financial years in 2018-19 (£2.475m), and 2019-20 (£1.14m) to provide additional funding to the Knife Crime Community Seeds, London Gang Exit and Major Trauma Centre and A&E Youth Work projects and to support communications to help prevent knife crime. See table below for breakdown.

Approval is also requested for the budget transfer of £0.7m over three financial years from the ‘Youth Innovation Fund’ programme (as approved by MD1537) to provide additional funding for the ‘Impact for Youth’ project over three financials years in 2018-19 (£0.15m), 2019-20 (£0.3m)
| MD2264 | **London & Partners Three-year Strategy and 2018/19 Business Plan**  
Approved:  
1. London and Partners Limited’s (L&P) three-year strategy and GLA commitment to funding up to the value of £39,927,000 over three years (subject to the approval of annual business plans); and  
2. L&P’s proposed business plan for 2018-19 and funding for L&P up to the value of £13,655,000 for 2018/2019, from the £39,927,000. | 21/03/18 | Sadiq Khan/ David Bellamy | As part of the 2018-19 GLA budget process, budget provision totalling £39.927m over three financial-years has been allocated for the proposed three-year funding agreement with London & Partners (L&P), profiled as follows:  
- 2018-19 - £13.655m;  
- 2019-20 - £13.136m;  
- 2020-21 - £13.136m.  
It should be noted, that while the GLA will enter into a three-year funding agreement with L&P, the annual draw-down of the grant will be subject to approval of L&P’s annual business plan, and in year quarterly payments will be subject to satisfactory monitoring of performance against the approved business plan. This requirement as well as the standard break clauses will be incorporated into the funding agreement to ensure that performance and risk is managed effectively during the duration of the grant agreement. |
| MD2263 | **Update to the Code of Conduct for GLA Elected Members**  
Approved:  
1. That the Mayor, acting jointly with the London Assembly, adopts the appended Code of Conduct for GLA Elected Members. | 21/03/18 | Sadiq Khan/ David Bellamy | There are no direct financial implications arising for the Authority. |
| MD2260 | **The London Fire Commissioner Governance Direction 2018**<br>Approved: <br>1. That the Mayor directs the London Fire Commissioner under section 327D of the GLA Act 1999 as set out in Appendix 1 to this decision form. | 21/03/18 | Sadiq Khan/ David Bellamy | The decision partly relates to sound financial management. <br>There are no specific costs arising for the GLA or the LFB. |
| MD2259 | **Publication of Culture for all Londoners and the draft Integrated Impact Assessment for consultation**<br>Approved: <br>1. Publication of “Culture for all Londoners”, and the associated Integrated Impact Assessment, for a three-month consultation period. <br>2. Expenditure of £30,000 from the 2018/19 culture strategy budget for the delivery of consultation activities and research for the final publication of the Culture Strategy in autumn 2018. | 15/03/18 | Sadiq Khan/ Justine Simons | The proposed expenditure will be funded from the 2018/19 Culture and Creative Industries Unit budget and subsequently managed within the same unit. |
| MD2258 | **Mayor’s Transport Strategy – Local Implementation Plan guidance approval**<br>Approved: <br>1. The final recommended version of the LIP guidance for publication in accordance with section 144 of the Greater London Authority Act 1999. | 21/03/18 | Sadiq Khan/ Valerie Shawcross | There are no direct financial implications for the GLA related to this report. The Cost of pre-publication and post-publication of the LIP will be funded by TfL. |
| MD2256 | **Mayor’s Care and Support Specialised Housing Fund**<br>Approved: <br>1. The GLA receiving an additional £36m capital grant funding | 29/03/18 | Sadiq Khan/ James Murray | The decision is seeking approval for GLA to accept an additional £36m capital funding and £300k revenue funding from the Department of Health and Social Care (DHSC). The capital funding |
and up to £300,000 revenue grant funding from the Department of Health and Social Care between 1 April 2018 and 31 March 2021, to administer the Mayor’s Care and Support Specialised Housing Fund (MCSSHF)

2. Delegates authority to the Executive Director of Housing and Land to approve funding allocations, in line with decision making processes for affordable homes programmes.

<table>
<thead>
<tr>
<th>MD2255*</th>
<th>Devolution of the Adult Education Budget to the Mayor and committing remaining European Social Fund (ESF) in London</th>
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</thead>
<tbody>
<tr>
<td></td>
<td><strong>Approved:</strong></td>
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<tr>
<td></td>
<td>1. That the Mayor accepts devolution of the Adult Education Budget (AEB) from 2019/20, subject to the principles set out in the devolution arrangement, agreed by the GLA and the Department for Education. This is also subject to the final devolution arrangement being confirmed by the Secretary State of the Department for Education.</td>
</tr>
<tr>
<td></td>
<td>2. That the Mayor seeks to draw down European Social Funds (ESF) in London to match it to a proportion of the devolved AEB through the Greater London Authority (GLA) Co-Financing Organisation. Approval for spend against the GLA’s ESF allocation will be subject to a separate decisions process.</td>
</tr>
<tr>
<td>06/03/18</td>
<td>Sadiq Khan/ Jules Pipe</td>
</tr>
<tr>
<td></td>
<td>London’s indicative AEB allocation is expected to be confirmed in spring 2018 with the final allocation confirmed before the end of 2018.</td>
</tr>
</tbody>
</table>

The Mayor seeks to draw down the remaining uncommitted ESF in London (approximately £130m) to match against an equivalent amount of AEB.
| MD2253 | **Funding for London Borough of Croydon following Sandilands tram overturning**  
Approved:  
1. Recognising the strong desire of TfL to support the London Borough of Croydon; the Mayor Directs and delegates powers to TfL (in the form at appendices 1 and 2) for the purpose of making payments totalling £750,000 to the London Borough of Croydon as a contribution to the borough’s community recovery activities following the tragic overturning of a tram at Sandilands on 9 November 2016. | 09/03/18 | Sadiq Khan/ Valerie Shawcross | There will be no financial implications for the GLA from this decision. The proposed contribution of £750,000 is provided for within TfL’s Business Plan that has recently been approved. |
| MD2250 | **Social Integration Strategy**  
Approved:  
1. For publication the Social Integration Strategy. | 06/03/18 | Sadiq Khan/ Nick Bowes | There are no direct financial implications to the GLA associated with the publication and launch of the Mayor’s social integration strategy. |
| MD2248 | **Agreement to transfer funding from Transport for London (TfL) to the Greater London Authority (GLA) for GLA support on implementing the Mayoral Community Infrastructure Levy (MCIL).**  
Approved:  
1. Transport for London’s transfer of £59,414 income to the Greater London Authority (from the administrative charge TfL is allowed to take from Mayor’s Community Infrastructure Levy (MCIL) monies) and the GLA’s use to fund the support the GLA give TfL in connection with MCIL. | 15/03/18 | Sadiq Khan/ Jules Pipe | The transfer of the £59k identified above is in respect of 2017/18 activity undertaken by the GLA. TfL has confirmed that revenue funding is available from the administration charge allowed under the CIL regulations. Currently MCIL is raising more than £100 million per annum, so the £60,000 transfer represents a small proportion of the 1% administrative costs that can be applied.  
This income from TfL will be placed into Planning Smoothing Reserve and will be used to fund the Planning team’s costs towards work on MCIL as and when required. |
<table>
<thead>
<tr>
<th>MD2245*</th>
<th><strong>Heathrow Airport TfL Rail fares from 20 May 2018</strong></th>
<th>02/03/18</th>
<th>Sadiq Khan/ Valerie Shawcross</th>
<th>There are no direct financial implications for the GLA from these proposals. TfL will manage the income from fares. This proposal for fares has been included in TfL’s income forecasts as part of its Business Plan.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. The proposed fares on TfL Rail services to the Heathrow rail stations to be implemented from 20 May 2018 as set out in the decision form.</td>
<td></td>
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<tr>
<td>2. The Direction to TfL, pursuant to the power in section 155 (1)(c) of the Greater London Authority Act 1999, to implement these fares on 20 May 2018.</td>
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<tr>
<td>MD2243</td>
<td><strong>New Year’s Eve 2018</strong></td>
<td>12/04/18</td>
<td>Sadiq Khan/ Leah Kreitzman</td>
<td>The expenditure for the delivery of the New Year’s Event for 2018 will be via a combination of GLA funding, ticket revenue, sponsorship and concession income. The ticketing price is broadly designed to cover the cost of ticket implementation. In line with previous year’s events, the GLA will underwrite the sponsorship, concessions and ticket revenue for the 2018 event, all of which have yet to be secured.</td>
</tr>
<tr>
<td>1. The GLA net expenditure of £2.3m, noting this is based on forecast ticket and concession income of £950,000, to deliver the 2018 New Year’s Eve event.</td>
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<tr>
<td>2. A delegation, in relation to the 2018 New Year’s Eve event to the Executive Director Resources, without reference to a further Decision form to receive and spend ticket, sponsorship and concession income.</td>
<td></td>
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<td>Facts and advice that are confidential at this time are set out in a part 2.</td>
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<tr>
<td>MD2241</td>
<td><strong>MedCity</strong></td>
<td>21/03/18</td>
<td>Sadiq Khan/ Rajesh Agrawal</td>
<td>£375,000 has been earmarked within the 2018-19 GLA budget for the proposed grant to MedCity Limited (within the Economic Business Policy Unit), for which payment will be dependent on the organisation delivering against their 2018-19 Business Plan. The proposed grant will be governed by a GLA Funding Agreement, which will include clear</td>
</tr>
<tr>
<td>1. MedCity Limited’s business plan for the 2018/19 financial year.</td>
<td></td>
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<tr>
<td>2. The award of up to £375,000 of grant funding to MedCity Limited in the 2018/19 financial year.</td>
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</tbody>
</table>
**Facts and advice that are confidential at this time are set out in a part 2.**

<table>
<thead>
<tr>
<th>MD2238</th>
<th>Events for London Programme 2018/19</th>
<th>15/03/18</th>
<th>Sadiq Khan/Leah Kreitzman</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Approved:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1. The 2018/19 core events programme and associated expenditure of up to £1,592,000, of which £1,217,000 is net expenditure.</td>
<td></td>
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<tr>
<td></td>
<td>2. The receipt of sponsorship from suitable partners to provide additional revenue for the programme, which will be used to enhance events within the programme if forthcoming.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>3. Market research expenditure of £60,000 from the 2018/19 Intelligence Team budget to provide customer feedback and insights into the events programme.</td>
<td></td>
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</tr>
</tbody>
</table>

**Facts and advice that are confidential at this time are set out in a part 2.**

<table>
<thead>
<tr>
<th>MD2236*</th>
<th>Mayor’s Transport Strategy</th>
<th>19/02/18</th>
<th>Sadiq Khan/Valerie Shawcross</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Approved:</td>
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</tr>
<tr>
<td></td>
<td>1. The final recommended version of the MTS (appendix A) for publication in accordance with sections 41, 42B, 43, 141 and 142 of the Greater London Authority Act 1999 having had regard to and taking into account TfL’s Report to the Mayor on the consultation of the draft MTS (appendix B) and the IIA on the draft MTS (appendix C).</td>
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</table>

The total estimated gross cost of the 2018-19 Events for London Programme is £1,592,000 and the net cost to the GLA is £1,217,000, with the balance of £375,000 being funded via third party income in the form of sponsorship income, grant contributions and stall revenue. The proposed market research expenditure of up to £60,000 will be contained within the Intelligence Unit’s budget for 2018-19.

With regards to the GLA net cost to the Events Programme, a budget provision of £1,217,000 has been included in the 2018-19 budget to fund the portfolio of events. Depending on the delivery of each event, there may be some budget realignments and reallocation required across projects, which will take place in-year as required.

TfL’s business planning process is aligned with the transport strategy. However, the transport strategy looks beyond the business planning period and funding this far ahead is necessarily attended by a degree of uncertainty. The Mayor is required to have regard to the resources available for implementation of the MTS when revising it.
<table>
<thead>
<tr>
<th>Reference</th>
<th>Title</th>
<th>Approved Date</th>
<th>Signatories</th>
<th>Notes and Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>MD1593*</td>
<td>Disposal of land at Beam Reach 8 to Evonik Degussa</td>
<td>10/02/16</td>
<td>Boris Johnson/Richard Blakeway</td>
<td>Facts and advice that are confidential at this time are set out in a part 2. Finance comments are contained in Part 2.</td>
</tr>
<tr>
<td>DD2241</td>
<td>Recruiting to Secretariat’s Head of Scrutiny Post</td>
<td>16/04/18</td>
<td>Ed Williams</td>
<td>The funding allocated to this recruitment process is a maximum of £20,000.00, coming from the Executive Director’s recruitment budget.</td>
</tr>
<tr>
<td>DD2240</td>
<td>A London-wide approach to welcoming newcomers</td>
<td>25/04/18</td>
<td>Jeff Jacobs</td>
<td>The estimated cost will be funded from the 2018-19 Social Integration Programme budget held within the Communities and Social Policy Unit.</td>
</tr>
<tr>
<td>DD2238</td>
<td>Review of the GLA Secretariat’s scrutiny function</td>
<td>29/03/18</td>
<td>Ed Williams</td>
<td>The budget allocated to this review is £9,500 (excluding VAT) based on up to 19 days of Anthony Mayer’s time at £500 per day. Given Anthony’s experience (set out above) and the costs of external consultants who would have far less direct experience than a former</td>
</tr>
<tr>
<td>Decision</td>
<td>Description</td>
<td>Date</td>
<td>Approver/Signatory</td>
<td>Notes</td>
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<tr>
<td>DD2232</td>
<td><strong>SportsAid Partnership</strong></td>
<td>18/04/18</td>
<td>Jeff Jacobs</td>
<td>GLA Chief Executive, this is viewed as representing good value for money for the Authority. It will be paid from the Secretariat’s Budget.</td>
</tr>
<tr>
<td></td>
<td>Approved: 1. Expenditure of up to £100,000 funding to SportsAid from the Sport Unites budget for the first year pilot of the ‘Performance Pathways’ investment strand.</td>
<td></td>
<td></td>
<td>This expenditure will be funded from the 2018-19 Sport Unites programme budget within the Team London and Sports unit.</td>
</tr>
<tr>
<td>DD2231</td>
<td><strong>Barking Riverside Gateways Housing Zone, London Borough of Barking and Dagenham – Land Assembly</strong></td>
<td>26/03/18</td>
<td>David Lunts/ Martin Clarke</td>
<td>The total indicative allocation for the Barking Riverside Gateways Housing Zone is £35m (£30m – non-recoverable grant MD1632 + £5m – interest-free Loan MD2139). The grant per affordable home is £54,348, (being £30m divided by 552 homes) which is considered reasonable. Grant/Recoverable Grant funding profile at £400m is currently over forecast by £20m. It should be noted, however, that only £193m (exclusive of the current commitment) has been committed on thirteen interventions. There is additional £47.28m that currently in the process of being committed on further five interventions, which will bring the total of committed and pending to £240.28m.</td>
</tr>
<tr>
<td></td>
<td>Approved: 1. Following the due diligence in Part 2 of this Director’s Decision, entering into a contractual commitment to provide non-recoverable grant funding of £30 million to the London Borough of Barking and Dagenham to fund the intervention specified below within the Barking Riverside Gateways Housing Zone. 2. The revised housing outputs, the re-profiled start on site and completion dates for the delivery of these outputs, and the funding interventions and payment timescales as detailed in this report. <strong>Facts and advice that are confidential at this time are set out in a part 2.</strong></td>
<td></td>
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</tbody>
</table>
# Barking Town Centre Housing Zone, London Borough of Barking and Dagenham – Crown House

**Approved:**

1. Following the due diligence in Part 2 of this Director’s Decision, entering into a contractual commitment to provide non-recoverable grant funding of £2 million to the London Borough of Barking and Dagenham to fund the intervention specified below within the Barking Town Centre Housing Zone.

2. The revised housing outputs, the re-profiled start on site and completion dates for the delivery of these outputs, and the funding interventions and payment timescales as detailed in this report.

_Facts and advice that are confidential at this time are set out in a part 2._

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<table>
<thead>
<tr>
<th>Date</th>
<th>Signatures</th>
<th>Details</th>
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<tbody>
<tr>
<td>21/03/18</td>
<td>David Lunts/ Martin Clarke</td>
<td>The total indicative allocation for the Barking Town Centre Housing Zone is £42.3m (MD1457), £7.8m of which has been committed as a mixture of Recoverable/non-recoverable grants and a Loan funding (DD2101) towards land assembly costs and to upgrade the Abbey Road. The grant per affordable home of £13,889, calculated by dividing the total non-recoverable grant (£2 million) by the total number of affordable homes (144), is considered reasonable. As it is a non-recoverable grant allocation, it represents a financial risk to the GLA, which is mitigated through contractual obligation from LBBD to repay the funding, on a pro-rata basis, in the event of non-delivery (see Part 2 for further details). Grant/Recoverable Grant funding profile at £400m is currently over forecast by £20m. It should be noted, however, that only £193m (exclusive of the current commitment) has been committed on thirteen interventions. There is additional £47.28m that currently in the process of being committed on further five interventions, which will bring the total of committed and pending to £240.28m.</td>
</tr>
</tbody>
</table>
### Feltham Housing Zone, London Borough of Hounslow – Feltham Station Quarter

Approved:

1. Agree that the outcome of due diligence detailed in this report, demonstrates it is appropriate for the GLA to contractually commit Agreed Intervention Funding within the Feltham Town Centre Housing Zone as follows:
   - £8M to support the acquisition of agreed Zone Output sites within the Feltham Station Quarter;
   - £1M to contribute to the costs of relocating statutory utilities, enabling the Feltham Station Enhancement and Highway Mitigation Scheme to commence.

2. Agree the forecast delivery dates for interventions and outputs.

*Facts and advice that are confidential at this time are set out in a part 2.*

**Approved:** 21/03/18

**David Lunts/Martin Clarke**

The payment of the grant to London Borough of Hounslow will be subject to conditions set out in 4.1 above, including having sufficient funding in place before drawing down the grant.

The non-refundable grant presents a risk to the GLA. The risk is mitigated through an obligation on the London Borough of Hounslow to repay the grant on a pro-rata basis should they fail to deliver 217 affordable homes.

Grant/Recoverable Grant funding profile at £400m is currently over forecast by £20m. It should be noted however, that only £193m (exclusive of the current commitment) has been committed on thirteen interventions. There is additional £47.28m that currently in the process of being committed on further five interventions, which will bring the total of committed and pending to £240.28m.

### London Assembly Case Management System

Approved:

1. Expenditure of up to a maximum of £68,000 over a 5-year period (minimum 12-month term with the option to extend for a further 4 years) on a Software as a Service (SaaS) based Case Management System and related services and supplies.

2. Expenditure of up to £13,000 on the one-off project management services provided via the GLA’s Technology Group.

**Approved:** 18/12/17

**Ed Williams**

The expenditure will occur over 5 financial years in which the first years cost will be £18,000 for the system and £13,000 for one-off project management services. The remaining £50,000 will be split over the subsequent period.

The expenditure of up to £13,000 for one-off Project Management services provided via the GLA’s Technology Group, to be covered by the Committee
<table>
<thead>
<tr>
<th>Reference</th>
<th>Description</th>
<th>Approved Date</th>
<th>Approver</th>
<th>Notes</th>
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</thead>
<tbody>
<tr>
<td>DD2180*</td>
<td>Treasury Management – Consultancy Advice</td>
<td>13/11/17</td>
<td>Martin Clarke</td>
<td>The estimated costs of up to £50,000 can be contained within the overall Group Finance budget.</td>
</tr>
<tr>
<td>ADD2223</td>
<td>10th International Markets Conference</td>
<td>09/04/18</td>
<td>Paul Harper</td>
<td>The proposed GLA contribution of up to £45,000 for the 10th International Markets Conference will be funded from the Growing Places Fund ‘revenue budget’ for 2018-19, specifically via the £125,345 earmarked through DD2151 to support the London Streets Market Programme.</td>
</tr>
<tr>
<td>ADD2222</td>
<td>Independent examiner to undertake the Mayor’s Community Infrastructure Levy Examination in Public</td>
<td>26/03/18</td>
<td>Juliemma McLoughlin</td>
<td>This will be procured and contract managed by GLA Planning team and is to be fully funded by Transport for London.</td>
</tr>
</tbody>
</table>
| ADD2221 | **Coding support for the London Food Strategy Consultation**  
Approved:  
1. Expenditure of up to £15,000 to procure external support to analyse the London Food Strategy consultation responses. | 27/03/18 | Michelle Cuomo-Boorer | The estimated cost of up to £15,000 for this project will be funded from the Food Programme budget for 2018-19. |
| ADD2220 | **Skills & Employment Unit Team Development**  
Approved:  
1. £21,550 for Greenbank to deliver a programme of team development activities for the Skills & Employment Unit over the next 12 months. | 27/03/18 | Michelle Cuomo-Boorer | The estimated cost of £21,550 for this proposal will be funded from the Adult Education Budget for 2018-19 held within the Skill & Employment Unit. |
| ADD2215 | **A Case for a River Thames Cultural Vision**  
Approved:  
1. The receipt and expenditure of £5,000 from the Port of London Authority towards the activities detailed in this decision.  
2. Expenditure of £20,000 from the Culture Strategy 2017-18 budget (approved via MD2129) towards the activities detailed in this decision. | 13/03/18 | Shonagh Manson | The expenditure will be met from the Culture and Creative Industries 2017-18 budget and subsequently managed within this unit. |
| ADD2211 | **London Health Estates Strategy**  
Approved:  
1. Expenditure of £25,000 on services required to develop a draft London Health Estates Strategy; | 13/03/18 | Jamie Ratcliff | The expenditure will be funded from London Devolution budget, within the Health team as follows: £20,000 will be spent in 2017/18 financial year with the remaining (£5,000) incurring in 2018/19 financial year. |
| ADD2206 | **Promoting precision manufactured housing in London**  
| Approved: |  
| |  
| | 1. Expenditure of up to £50,000 (as a contribution towards the full costs, the balance to be provided by industry partners) on specialist consultancy services (from Cast Consult Ltd) required to develop a common framework for delivering precision manufactured homes at scale in London.  
| | 2. A related exemption from the requirement of the GLA’s Contracts and Funding Code to procure such services competitively. | 20/03/18 | Jamie Ratcliff | The expenditure will be expended from the 2017/18 Housing and Land Management and Consultancy budget. |

| ADD2205 | **Promoting switching to vulnerable people in partnership with Citizens Advice**  
| Approved: |  
| |  
| | 1. Expenditure of up to £20,000 as a grant to Citizens Advice to deliver switching advice to vulnerable people in East London. | 06/03/18 | Patrick Feehily | This will be funded from the Environment Energy Efficiency Behaviour Change budget, paid in 2018-19. It is expected to be delivered by the end of 2018-19. |
London Assembly Mayor’s Question Time – Thursday 17 May 2018

Transcript of Item 3 – Oral Update to the Mayor’s Report

Tony Arbour AM (Chairman): Thank you. The Mayor will now provide an oral update of up to five minutes in length on matters occurring since the publication of his report. Mr Mayor?

Sadiq Khan (Mayor of London): Thank you, Chairman. I would like to take this opportunity to say thank you to Val Shawcross [Valerie Shawcross CBE], who is retiring and so stepping down from her role as Deputy Mayor for Transport. For someone who has been involved in London politics for so many years, it speaks volumes that no one has a bad word to say about Val, even amongst Assembly Members! She is hugely respected across political divides and she has done an exceptional job as an Assembly Member for 16 years and as Deputy Mayor for the last two years. With her significant expertise, she has helped to transform London’s transport system, making it greener, more accessible and more affordable for millions of Londoners. I know Assembly Members will join me in wishing her the very best for the future.

Since we last met, Chairman, I have launched a number of new strategies, programmes and initiatives to improve the lives of Londoners. This includes: distributing over £1 million to support 43 local anti-knife crime projects across London, inviting community groups, youth centres and schools to bid for funding through our new £45 million Young Londoners Fund, which will help young people at risk of being caught up in crime; launching a new plan to tackle the lack of women in senior positions, the largest-scale programme of its kind in the public sector; and then announcing the first-ever City Hall dedicated programme to building new council housing, with the ambition to start building 10,000 new council homes over the next four years.

Today, I am pleased to announce new powers to combat dangerous taxi and private hire activity. The majority of taxi and private hire drivers, Chairman, provide a good and safe service for Londoners, but drivers who do not have a valid license or who are breaching the terms of their licence should not be on the streets. That is why we have now made it possible for our compliance officers to pull over vehicles and to carry out more enforcement operations without a police presence. This will save the Metropolitan Police Service (MPS) valuable time and resources. The safety of Londoners is my number one priority and, having already quadrupled the number of compliance officers since I became Mayor, I am delighted that they will now have the powers they need to take action against dangerous taxi and private hire activity.

I look forward to answering your questions this morning.

Tony Arbour AM (Chairman): Thank you very much.

Keith Prince AM: Mr Mayor, good morning. I do not know if it is an oversight, but maybe you might want to comment on a certain marriage that is coming up at the weekend?

Sadiq Khan (Mayor of London): Can I just say thank you for your question, Assembly Member Prince. I suspect most Londoners, if not all Londoners, are looking forward to the good weather this weekend and it will shine, hopefully, on the happy couple. I am sure all of us wish Prince Harry and Ms. Meghan Markle a fantastic day and all the best in the future. For those of us who were not invited to the wedding, I am sure we will be watching on TV and listening on the radio and watching the people gathering at Windsor.
I would just say this: it is just worth bearing in mind that during the course of this weekend not just Windsor but London, will be on display to the entire world and I am sure we will do London proud and Prince Harry and Meghan proud as well. I wish them all the best of luck.

Keith Prince AM: That is a perfect segue, as they say, Mr Mayor. I think you will agree that this is a fantastic day for London and the country and that many millions of Londoners will be celebrating and also, hopefully, many millions of Londoners will be celebrating when Chelsea wins the FA Cup; not that I am a Chelsea supporter, but I am a Londoner first. It is going to be a very busy weekend, as you know, and, as you quite rightly say, we will be on show to the rest of the world.

With that in mind, Mr Mayor, would you consider suspending the maintenance work that is going to be taking place on numerous Tube lines at the weekend that will possibly damage our reputation and certainly make it very difficult for residents to get around?

Sadiq Khan (Mayor of London): Thank you for your question. The team from Transport for London (TfL) spoke to the Assembly’s Transport Committee yesterday --

Keith Prince AM: Yesterday; they did.

Sadiq Khan (Mayor of London): -- and this was an issue raised. Before yesterday, I was reassured that their plans around maintenance were not going to cause any problems around the big football game or the Royal Wedding. I am happy to go away and look again today at the points you are making, just to reassure myself that if it is the case that maintenance work will cause any problems for travel they can be moved. Let me go away and look at that because sometimes these are programmed in advance, but you are right that it does not make sense ever for there to be maintenance works taking place in advance of big events. We have in the past moved them, but let me go and check that if that is OK and I will come back to you today or tomorrow to let you know what I am told.

Keith Prince AM: OK. Just on that, Mr Mayor, one of the lines will affect Wembley and, when TfL mentioned their modelling, they referred to the marriage of Prince Charles and Camilla. I think you will agree that this is a much bigger event than Charles and Camilla, and also it is the FA Cup at the same time. I would appreciate your thoughts on that.

Sadiq Khan (Mayor of London): Sure. I am not an expert on Royal Weddings, but as far as Wembley is concerned, TfL has lots of expertise around big events at Wembley. It is not simply the FA Cup finals. There is the National Football League (NFL). There are other finals and semi-finals taking place at Wembley. They are very good at organising transport to make sure it fits around that, but the additional challenge, as you mentioned, is the Royal Wedding. Can I go away and come back to you during the course of the day just to reassure myself and then reassure you? I will copy in Assembly Members as well.

Keith Prince AM: That is very kind. Thank you, Mr Mayor. Thank you.
Questions to the Mayor
Mayor’s Question Time, 17 May 2018

Report No: 5
Subject: Questions to the Mayor
Report of: Executive Director of Secretariat

Serious and Violent Crime
Question No: 2018/1151
Unmesh Desai
How are you working with the Metropolitan Police Service and the Home Office to tackle the rise in violent crime?

Crime victims
Question No: 2018/1031
Shaun Bailey
How many individual victims of crime have you met with since becoming Mayor?

Improving the financial health of young Londoners
Question No: 2018/0939
Caroline Russell
In light of the London Assembly Economy Committee report, Short Changed: the financial health of Londoners, what will you do to improve the financial health and financial education of young Londoners?

Sir Craig Mackey
Question No: 2018/1246
Peter Whittle
On the morning of Thursday 12 April 2018, Deputy Commissioner Sir Craig Mackey appeared on the Nick Ferrari show on LBC Radio and said of the death of burglar Henry Vincent: "This is a tragedy for the family who have lost a loved one. It is also a tragedy for the homeowner forced to take the action he did. I am pleased we got the quickest possible decision for him in relation to his actions." (http://news.met.police.uk/news/deputy-commissioner-sir-craig-mackey-comment-on-floral-tributes-left-in-hither-green-302519) What kind of message do you think Sir Craig’s statement sends to the law-abiding folk of London?
Cladding concerns post-Grenfell
Question No: 2018/1149
Tom Copley
Almost one year from the tragedy of Grenfell Tower that claimed the lives of 71 Londoners, many people across the country have discovered that they are living in unsafe homes. What action are you taking as Mayor to support those Londoners who have found themselves living in buildings clad in ‘highly combustible’ materials?

Bus services in London
Question No: 2018/1117
Caroline Pidgeon
What plans do you have to ensure greater involvement by the public in changes to London’s bus services?

Affordable Housing
Question No: 2018/1007
Gareth Bacon
Are you still confident that you will achieve your affordable housing targets?

London Underground Reliability
Question No: 2018/1010
Keith Prince
Increasing numbers of Londoners are complaining to me about ever more frequent signal failures on the London Underground. Are you content with the reliability of the London Underground?

Immigration in London
Question No: 2018/1163
Andrew Dismore
Are you concerned that the Government’s immigration policy is creating a hostile environment for migrant labour and adversely impacting London’s businesses ability to employ the skilled workers that they require?

Developer Funded Transport
Question No: 2018/1196
Florence Eshalomi
Given the issues around additional costs to the Northern Line Extension at Battersea Power Station, what are you doing to ensure that all developers pay their share for future transport infrastructure?
Affordable Housing Starts
Question No: 2018/1150
Tom Copley
In March you announced your year-end numbers for affordable housing starts. Some in the press have called the number of social rented homes announced a ‘dramatic revival’ in this tenure. Why is building social rented accommodation important for Londoners and what are your plans for this tenure in the future?

Tall buildings
Question No: 2018/0989
Andrew Boff
Should there be more controls on tall building developments in London?

[Note: The following are priority questions, but not in proportional order.]

London is Open
Question No: 2018/1061
Susan Hall
You have been pushing the ‘London is Open’ campaign to show London is open for business. How much did the ‘London is Open’ campaign cost in 2017?

Welfare reform
Question No: 2018/1162
Andrew Dismore
What impact is the Government’s welfare reforms having on Londoners?

Increase in food bank usage
Question No: 2018/1245
Fiona Twycross
Figures from the Trussell Trust show that in the past year, the number of Londoners accessing food banks has increased by 21% compared to 1% the year prior to a record high number. What are the contributing factors and what more can you do to tackle the issue?

Tall buildings and the New London Plan
Question No: 2018/1197
Nicky Gavron
From the New London Architecture’s latest launch of the Statistics for 2018 we are being told that the number of new Tall Buildings in construction, with planning permission or in the pipeline has now jumped to 510. Can the Mayor please comment on this increase and, particularly, how his London Plan will make a difference to this trend?
Signing off funding for estate demolition  
**Question No:** 2018/0940  
**Sian Berry**  
What is your response to residents on estates who are concerned they will be denied a say on the demolition of their homes because you signed off funding for projects affecting them before your new ballots policy was announced?

Energy Company Obligation  
**Question No:** 2018/1148  
**Leonie Cooper**  
What conversations are you having with Government to ensure that London receives its fair share of Energy Company Obligation funding and other Government schemes to support fuel-poor households?

President Trump’s Visit  
**Question No:** 2018/1247  
**David Kurten**  
In the light of your comments about protests against President Trump when he visits London, how are you going to ensure the safety, security and well-being of the President, given your role as London’s Police and Crime Commissioner?

Glass ceiling  
**Question No:** 2018/1244  
**Fiona Twycross**  
The concept of the glass ceiling will be 40 years old next week. What is your strategy for improving opportunities for women seeking leadership roles in London?

*Questions not asked during Mayor’s Question Time will be given a written response by Tuesday, 22 May 2018.*
Support for a fully licensed energy supply company
Question No: 2018/0941
Caroline Russell
How many consultation responses did you receive to your draft Environment Strategy that supported a Mayoral fully licensed energy supply company, compared with the number that supported the ‘white label’ model that the draft strategy proposes?

Engine idling and Driver and Vehicle Licensing Agency (2)
Question No: 2018/0942
Caroline Russell
Thank you for your answer to my question 2018/0103. You said that your team will raise a proposal for the Driver and Vehicle Licensing Agency (DVLA) to issue reminders during the vehicle excise duty renewal process that engine idling is a traffic offence. Has this proposal been made and what was the outcome?

Proposed housing close to Cory Riverside Energy from Waste incinerator
Question No: 2018/0943
Caroline Russell
A number of constituents have raised health concerns about the close proximity of proposed new housing, as set out in the Belvedere Development Framework of Bexley Council’s growth strategy, to the existing Cory Riverside Energy from Waste incinerator. Given your responsibility for tackling air pollution and the potential detrimental health impacts of these proposals, how do you respond to their concerns?

Solar on schools - draft solar action plan for London
Question No: 2018/0944
Caroline Russell
I welcome your support for more solar photovoltaics (PV) on public buildings, including schools, in your draft Solar Action Plan for London, and the funding that you have already allocated to schools through your London Community Energy Fund. However, available data (https://www.london.gov.uk/press-releases/assembly/schools-lacking-solar) indicates that only one in fifteen schools in London have taken advantage of solar PV. Will you therefore look at an additional objective supporting solar on schools in your final Solar Action Plan?

Vision Zero Action Plan
Question No: 2018/0945
Caroline Russell
When will your Vision Zero Action Plan be published?
Healthy Streets and bus journey time reliability (2)
Question No: 2018/0946
Caroline Russell
At the London Assembly Transport Committee meeting on 1 March 2018, the Transport for London (TfL) Commissioner said: "I am disappointed to hear that sometimes people are using bus speeds as a reason for not providing decent pedestrian or indeed cycling provision at various locations." Do you agree and, if so, will we see safe, joined-up pedestrian and cycle routes taking priority where bus journey time reliability is also a consideration?

Bus driver toilets
Question No: 2018/0947
Caroline Russell
I welcome your commitment on 13 February 2018 to invest £6 million to ensure that all London bus drivers have access to a toilet on their routes for all hours of their working day. When will all London bus drivers have access to clean, safe and secure toilet facilities on their routes?

Online cycle counters
Question No: 2018/0948
Caroline Russell
Thank you for your response to my question 2017/0067. Will Transport for London (TfL) make information from live cycle counters available online?

Waterloo roundabout
Question No: 2018/0949
Caroline Russell
A constituent has contacted me about the new design for the Waterloo roundabout, concerned that the cycling provision on a shared carriageway is not safe or inclusive. How do you respond to their concerns and have you carried out a Healthy Streets assessment for the scheme? If so, what was the score?

Step-free access on the London Underground (1)
Question No: 2018/0950
Caroline Russell
Clapham North underground station is listed as suitable for step-free interchange in the March 2018 Step-free Tube Guide. How was this decided and what criteria do Transport for London (TfL) use to deem a station step-free?

Step-free access on the London Underground (2)
Question No: 2018/0951
Caroline Russell
What is the maximum vertical gap allowed between a London Underground train and the platform for Transport for London (TfL) to deem a station step-free?
Step-free access on the London Underground (3)
Question No: 2018/0952
Caroline Russell
How often are Transport for London (TfL) online maps updated and how quickly are changes made when accessibility of stations changes due to works or improvements?

Step-free access on the London Underground (4)
Question No: 2018/0953
Caroline Russell
Will Transport for London (TfL) consider indicating which London Underground stations have step-free access in one direction only, for example Borough underground station, which is fully step-free street to train northbound only, on standard tube maps?

Step-free access on the London Underground (5)
Question No: 2018/0954
Caroline Russell
The March 2018 Step-free Tube Guide publication mentions that you can change between different northbound services at Kennington Station. Will Transport for London (TfL) amend this guide to indicate that you can also change step-free between different southbound services?

Financial health of young people survey (1)
Question No: 2018/0955
Caroline Russell
I was very pleased to read your response to recommendation four of the London Assembly Economy Committee report, Short changed: the financial health of Londoners, which was published in January 2018. You mentioned that City Hall will shortly be conducting a survey of young Londoners aged 16-17 to better understand over-indebtedness amongst millennials. Given the devolution of the Adult Education budget to the GLA, do you think you should widen this survey to young people up to the age of 25?

Financial health of young people survey (2)
Question No: 2018/0956
Caroline Russell
I was very pleased to read your response to recommendation four of the London Assembly Economy Committee report, Short changed: the financial health of Londoners, which was published in January 2018. You mentioned that City Hall will shortly be conducting a survey of young Londoners aged 16-17 to better understand over-indebtedness among millennials. What action do you plan to take following this survey?
Financial health of young people survey (3)
Question No: 2018/0957
Caroline Russell
I was very pleased to read your response to recommendation four of the London Assembly Economy Committee report, Short changed: the financial health of Londoners, which was published in January 2018. You mentioned that City Hall will shortly be conducting a survey of young Londoners aged 16-17 to better understand over-indebtedness among millennials. Will you publish the findings of this survey?

National Sports Centre consultation (6)
Question No: 2018/0958
Caroline Russell
In answer to my question 2018/0392 you said: "My Regeneration Team have been working closely with the CPSP [Crystal Palace Sports Partnership] to identify some of the evidence gaps in the previous study and to build a more detailed feasibility and options appraisal." I understand that one of the key gaps that was identified was the value of primary and secondary school use of this unique multi-sport and education campus. Could you a) list the schools that were individually contacted as part of this sporting needs review of current and latent usage, b) list which schools responded and provided evidence to the appointed consultants, and c) tell me which of these primary and secondary schools brought in the greatest revenue to the National Sports Centre (NSC)?

National Sports Centre consultation (7)
Question No: 2018/0959
Caroline Russell
The National Sports Centre (NSC) is a unique cross-border multi-sport and education campus with on-site classrooms, that makes it ideal for midweek daytime sports teaching. What are you doing to realise the unique benefits of this education and sports facility?

Volleyball clubs - National Sports Centre
Question No: 2018/0960
Caroline Russell
The Little Giants volleyball club have informed me that the Crystal Palace National Sports Centre (NSC) is the only facility in south London with multiple volleyball courts that have public access. Can you reassure Little Giants volleyball club and several other volleyball clubs that their requirements are being considered in your consultation/review and the multi-use sports hall they use will not be lost?
Technical consultation on ballots for estates
Question No: 2018/0961
Sian Berry
How many responses were received to your technical consultation on ballots for residents of estates facing regeneration? Please break down the number of responses by a) councils, b) members of the public, c) other organisations and campaigns, and please list which councils sent in responses.

Signing off funding for estate demolition
Question No: 2018/0962
Sian Berry
For each scheme signed off between 25 March 2013 and 31 January 2018 listed in your response to MGLA060218-2820 could you a) provide the tenure split of affordable homes being funded, and b) how much grant funding is going to each?

Operation Surge (1)
Question No: 2018/0963
Sian Berry
What objectives were achieved during Operation Surge that was conducted by the Metropolitan Police Service on 23 March 2018 in Haringey? How is its success being measured?

Operation Surge (2)
Question No: 2018/0964
Sian Berry
How many times has the Metropolitan Police used Operation Surge in the last 12 months, and in which London boroughs?

Gangs Matrix data
Question No: 2018/0965
Sian Berry
How many names are stored on the Trident Violent Gangs Matrix? Could you provide a breakdown by age, borough, and ethnicity of the victims and perpetrators?

Firearms officers and 2018 shootings
Question No: 2018/0966
Sian Berry
Were the Metropolitan Police firearms officers involved in the two police shootings that occurred this year in east London equipped with body worn video (BWV) and, if so, has all the BWV footage been passed to the Independent Office for Police Conduct for examination?
Body Worn Video and Firearm officers
Question No: 2018/0967
Sian Berry
Are all Metropolitan Police officers who carry a firearm now equipped with body worn video (BWV)?

Covert body worn video
Question No: 2018/0968
Sian Berry
Is the Metropolitan Police Service developing the capacity for covert officers to be equipped with a covert body worn video (BWV) camera?

Body worn video footage retained beyond 31 days (2)
Question No: 2018/0969
Sian Berry
To date, what proportion of the Metropolitan Police Service's body worn video (BWV) footage recorded has been flagged for retention beyond 31 days?

Body worn video footage retained beyond 31 days (3)
Question No: 2018/0970
Sian Berry
What proportion of the Metropolitan Police Service’s body worn video camera (BWV) footage that has been flagged for retention beyond 31 days has now been deleted because it is no longer needed as evidence?

Stop and Search section 60 (1)
Question No: 2018/0971
Sian Berry
How many times has a Section 60 PACE order been issued by the Metropolitan Police Service in each London Borough? Please give the data for each month from January to April 2018.

Stop and Search section 60 (2)
Question No: 2018/0972
Sian Berry
Could you provide a list of all dates and times since 1 January 2011 during which a Section 60 PACE order issued by the Metropolitan Police has covered the area of a whole borough? Please also provide the borough name in each case.
Cat Killer police investigation
Question No: 2018/0973
Sian Berry
How many people have been arrested, cautioned or charged by the Metropolitan Police Service in relation to the serial cat murders in south London, particularly in Croydon?

Homicide and Major Crime Command
Question No: 2018/0974
Sian Berry
How many officers are currently in the Homicide and Major Crime Command? Could you provide a breakdown of the different ranking officers. How many cases are currently being investigated by this command?

Potential President Trump state (2)
Question No: 2018/0975
Sian Berry
Thank you for your response to my question 2017/2111. Now that it is confirmed that President Trump will visit London in July 2018, could you provide any estimate you have made of the potential cost to London of policing this visit?

Potential President Trump state (3)
Question No: 2018/0976
Sian Berry
Now that it is confirmed that President Trump will visit London in July 2018, approximately how many officers would you need to extract from local policing to support this visit?

Body worn video footage and whistleblowing
Question No: 2018/0977
Sian Berry
In the London Policing Ethics Panel report on body worn video (BWV), published in January 2016, one of the conclusions was: “there is no doubt that BWV has the potential to help uncover habitual or repeated unacceptable behaviour by officers: this should encourage appropriate whistle-blowing.” In how many whistleblowing cases has BWV footage been used in evidence, and what was the outcome of those cases?

Number of Roads and Transport Policing Command officers
Question No: 2018/0978
Sian Berry
How many Roads and Transport Policing Command officers currently work full-time on traffic law enforcement and collision investigation?
Forensic Collision Investigators
Question No: 2018/0979
Sian Berry
How many Metropolitan Police Service Forensic Collision Investigators are currently assigned to the Serious Collision Investigation unit? How many vacant posts are there?

Non-fatal collisions investigated by Forensic Collision Investigators
Question No: 2018/0980
Sian Berry
How many non-fatal collisions were investigated by Metropolitan Police Service Forensic Collision Investigators in 2016 and 2017?

Budget of the Serious Collision Investigation unit
Question No: 2018/0981
Sian Berry
What is the current budget of the Serious Collision Investigation unit in the Metropolitan Police Service?

Evaluation of the Serious Collision Investigation unit
Question No: 2018/0982
Sian Berry
How is the work of the Serious Collision Investigation unit in the Metropolitan Police Service evaluated?

Collision investigation training
Question No: 2018/0983
Sian Berry
How much time is allocated to collision investigation in basic Metropolitan Police training?

Drone footage and road collision investigation
Question No: 2018/0984
Sian Berry
How has the ability to capture the scene of a road collision incident using drone footage impacted the way Metropolitan police officers conduct their investigation? How is this impact being evaluated?

Victims of road traffic crime (2)
Question No: 2018/0985
Sian Berry
Thank you for your response to my question 2016/3095. How many people were killed and injured by law-breaking drivers in 2016 and 2017 in London? Is this data being made publicly available?
Recording judicial outcomes
Question No: 2018/0986
Sian Berry
Why are judicial outcomes able to be reported for crime investigation under the Metropolitan Police Service Case Overview and Preparation Assistance (COPA), but judicial outcomes for collision investigations are not able to be reported under COPA Traffic (COPAT)?

Chief Superintendent of the Roads and Transport Policing Command
Question No: 2018/0987
Sian Berry
When is the new Chief Superintendent of the Roads and Transport Policing Command (RTPC) expected to be in post?

Road Transport and Policing command key performance indicators
Question No: 2018/0988
Sian Berry
When will the new Special Services Agreement key performance indicators agreed by the Roads and Transport Policing Command, Transport for London (TfL), and MOPAC be made publicly available?

Affordable homes (1)
Question No: 2018/0990
Andrew Boff
How many GLA-funded affordable homes were started in the month of March 2018?

Affordable homes (2)
Question No: 2018/0991
Andrew Boff
Could you please provide a breakdown by scheme of GLA-funded affordable homes started in the month of March 2018?

Affordable homes (3)
Question No: 2018/0992
Andrew Boff
What is the definition and criteria for a 'start on site', for the purposes of the GLA Affordable Housing Programme Outturn?

Affordable homes (4)
Question No: 2018/0993
Andrew Boff
How many GLA-funded affordable homes do you expect to be started in each of the next three financial years?
Affordable homes (5)
Question No: 2018/0994
Andrew Boff
When do you expect the additional 27,000 affordable homes, announced in the Spring Statement, to be allocated by the GLA and started on site?

Affordable homes (6)
Question No: 2018/0995
Andrew Boff
Of the GLA-funded affordable homes started in the year 2017/18, how many respectively are: 1 bedroom; 2 bedroom; 3 bedroom; and 4+ bedroom?

Affordable homes (7)
Question No: 2018/0996
Andrew Boff
Of the GLA-funded affordable homes started in the month of March 2018, how many respectively are: 1 bedroom; 2 bedroom; 3 bedroom; and 4+ bedroom?

Affordable homes (8)
Question No: 2018/0997
Andrew Boff
How many GLA-funded affordable homes started in the year 2017/18 will have their own gardens?

Affordable homes (9)
Question No: 2018/0998
Andrew Boff
How many GLA-funded affordable homes started in the month of March 2018 will have their own gardens?

Affordable homes (10)
Question No: 2018/0999
Andrew Boff
How many GLA-funded affordable homes started in the year 2017/18 are within tall buildings of 10 storeys or higher?

Affordable homes (11)
Question No: 2018/1000
Andrew Boff
How many GLA-funded affordable homes started in the month of March 2018 are within tall buildings of 10 storeys or higher?
DBS Checks (1)
Question No: 2018/1001
Andrew Boff
Why is there only one provider of criminal background checks to TfL?

DBS Checks (2)
Question No: 2018/1002
Andrew Boff
Will you authorise TfL to have more than one provider of criminal background checks to TfL?

DBS Checks (3)
Question No: 2018/1003
Andrew Boff
When did TfL decide that it would have one exclusive provider of criminal background checks?

DBS Checks (4)
Question No: 2018/1004
Andrew Boff
When did TfL publish its decision to have one exclusive provider of criminal background checks?

DBS Checks (5)
Question No: 2018/1005
Andrew Boff
When did TfL inform licenced operators of its decision to have one exclusive provider of criminal background checks?

DBS Checks (6)
Question No: 2018/1006
Andrew Boff
When was the contract for background checks awarded to GBG?

Election crimes
Question No: 2018/1008
Keith Prince
Please can you provide the number of crimes reported involving the local elections? Please provide breakdowns of the offence type and the number of reports for each Borough.
Beam Park
Question No: 2018/1009
Keith Prince
Do you believe that provision of a Thames crossing between Rainham and Belvedere is essential to future development of the Beam Park site (in Havering and Barking & Dagenham), in order to mitigate congestion and air quality issues that may arise from such a development?

Company Names and Registration Numbers of Contracted TfL Bus Operators
Question No: 2018/1011
Keith Prince
In your answer to Question 2017/4470, you stated 'there are 20 bus operators providing contracted route services to TfL in London.'

Please provide me with the full company name, company registration number, date of contract, term of contract, and name and Company registration Number of TfL entity with which these companies are contracted to provide routes services to TfL.

Safety Management Systems of Bus Operators
Question No: 2018/1012
Keith Prince
In answer to Question 2018/0168, you refused to publish Transport for London’s contract performance audits providing the reasons that (a) "they contain some non-safety related information which is confidential and commercially sensitive" and (b) "publishing these would give competitors an insight into how to bid tactically in the competitive route tendering process." Since I assume TfL’s audits of each of their Bus Company’s safety performance is neither "confidential or commercially sensitive" nor does it "give competitors insight into how to bid tactically", please provide me with the sections of each of these TfL contract performance audits which specifically address Bus safety performance.

Providing Bus Company Managing Director Contact Details on TfL's "Who Runs Your Bus?" Page
Question No: 2018/1013
Keith Prince
In your response to Question 2017/4233 you stated “The bus companies provide contact details for customers so they can handle their queries promptly and refer them to the person best placed to provide a response" and “TfL has no objection to the operators publishing the contact details of Managing Directors (MDs) and Chief Executive Officers (CEOs)“. Will you now instruct TfL to publish each Bus Company Managing Director’s name, direct contact email and telephone number on its "Who Runs Your Bus?" page?
**Terrorism Training for London Bus Drivers**

**Question No: 2018/1014**

Keith Prince

Your response to Question 2017/4241 indicates that there is no specific terrorism training provided to TfL Bus Drivers or Control Room Operators. Given last year’s terrorist attacks and the fact that the only fatality involving a 3rd Party Vehicle consisted of a TfL Bus striking a pedestrian during the Westminster Bridge Attack, will you instruct TfL to train its Bus Drivers and Controllers on how to recognise and react during a terrorist incident?

**2017 Bus Fatalities**

**Question No: 2018/1015**

Keith Prince

An analysis of 2017’s Bus Fatality Data found on TfL’s website shows 12 Fatal Incidents involving TfL Buses: 7 pedestrians and 1 motorcyclist died from Collisions, 2 passengers died from falls and 1 passenger from an assault. Since the only fatality involving a 3rd Party Vehicle during 2017’s terrorist attacks involved a TfL Bus striking a pedestrian during the Westminster Bridge Attack, why was that incident not included on TfL’s data?

**Bus Fatalities and Vision Zero**

**Question No: 2018/1016**

Keith Prince

Depending on how you interpret TfL’s Data, London saw 12 or 13 people die from Bus Safety Incidents in 2017, up 1 or 2 from 2016. With reference to my Question 2017/2725, do you agree that last year’s fatality statistics combined with TfL’s own Health and Safety Executive (HSE) data, which shows a steady increase in Bus Collisions and Injuries since 2014, suggests that your modest Vision Zero goal of Zero Deaths from Buses by 2030 will not be achieved under your leadership?

**Heathrow By-laws**

**Question No: 2018/1017**

Keith Prince

Taxi drivers have raised concerns with me that they may be in breach of Heathrow Airport by-laws by accepting app hirings other than on authorised standings. Will the Mayor clarify the position?

**Taxi Cost Index**

**Question No: 2018/1018**

Keith Prince

With the increasing use of taxi booking platforms by drivers reaching dependency, will the Mayor consider factoring driver commission into the Taxi Cost Index?
The Knowledge
Question No: 2018/1019
Keith Prince
Will TfL’s Taxi and Private Hire directorate be advertising the role vacated by the retiring Knowledge of London examiner Ma’am Gerald?

Wheelchair accessible PHVs
Question No: 2018/1020
Keith Prince
What is the ratio between Wheelchair accessible TFL licensed private hire vehicles and the current population of London?

City Hall Disabled Parking (1)
Question No: 2018/1021
Keith Prince
How many disabled parking spaces are there in the City Hall car park and how does this compare to the number of spaces available 1, 2, 3, 4 and 5 years ago?

City Hall Disabled Parking (2)
Question No: 2018/1022
Keith Prince
Do you think it is acceptable for there to be no available disabled spaces for visitors to City Hall at 6:30pm on a Friday evening?

City Hall Disabled Parking (3)
Question No: 2018/1023
Keith Prince
Why are there two cars, which are clearly not displaying disabled badges, frequently parked in two of the disabled bays in City Hall thus denying genuine disabled drivers from parking?

Spare Docking Stations (1)
Question No: 2018/1024
Keith Prince
Why are Londoners increasingly finding a lack of spare docking stations for Santander cycles?

Spare Docking Stations (2)
Question No: 2018/1025
Keith Prince
Please provide me with a monthly breakdown over the last 2 years of how frequently Santander Cycle users are unable to dock their bike at their preferred docking station.
Out of court disposals
Question No: 2018/1026
Shaun Bailey
For the years 2015, 2016 and 2017, how many knife crime incidents were dealt with by means of an out of court disposal? Please provide a breakdown of the type of disposal.

Vetting 1
Question No: 2018/1027
Shaun Bailey
For the years 2015, 2016 and 2017, please can you provide the number of police officer applicants who had vetting, broken down by ethnicity?

Vetting 2
Question No: 2018/1028
Shaun Bailey
For the years 2015, 2016 and 2017, please can you provide the number of police officer applicants who failed vetting, broken down by reason for failure and ethnicity?

T-Charge
Question No: 2018/1029
Shaun Bailey
What is the predicted income from the implementation of the T-Charge for the years 18/19, 19/20 and 20/21?

T-Charge
Question No: 2018/1030
Shaun Bailey
What is Transport for London using as the key performance indicators for measuring the success of the T-Charge?

Dysfunctional junction: Shirley Road/Bridle Road/Monks Orchard Road/Wickham Road
Question No: 2018/1032
Steve O’Connell
I have recently received an e-mail from TfL claiming that they accept there is a problem at the Shirley Road/Bridle Road/Monks Orchard Road/Wickham Road junction but that they have no solution. Will you, or your Deputy Mayor for Transport, accompany me and local residents to see the junction so that you might understand why the status quo is unacceptable?
The New Draft London Plan Policy for Disabled Parking provision
Question No: 2018/1033
Steve O’Connell
The New Draft London Plan Policy for Disabled Parking provision gives quotas for various locations but does not give any guidance for Hospitals, which are likely to require a higher percentage of Disabled Parking Bays than at any other designated locations. Can the Mayor provide guidance on the allocation of Disabled Parking allocations; Designated bays (Per cent of total parking provision) and of those, how many Enlarged bays (Per cent of total parking provision) should be provided at Hospital’s or Health Service locations?

20 mph speed limits
Question No: 2018/1034
Steve O’Connell
Given that the majority of drivers ignore 20mph speed limits, will you be allocating extra resources to the police to enforce your new 20mph zones on TfL roads?

BCU officer numbers
Question No: 2018/1035
Steve O’Connell
Ahead of the completion of the borough mergers, please can you provide the projected number of police officers for each BCU?

Organised crime hub
Question No: 2018/1036
Steve O’Connell
On 26th March, you announced £412m investment in a new counter-terror and organised crime hub. Please can you provide a breakdown of where this money came from (e.g. Government, reserves etc) and what it will be spent on.

Volume Crime
Question No: 2018/1037
Steve O’Connell
What are you doing about the rise in Volume Crime, given that offenders will often go on to commit more serious crimes?

Arrests by appointment
Question No: 2018/1038
Steve O’Connell
For 2017, please can you provide the number of arrests in London made by appointment broken down by offence type?
101 waiting times
Question No: 2018/1039
Steve O'Connell
What was the average waiting time for 101 calls in London before an answer in 2015, 2016 and 2017?

Terminated 101 calls
Question No: 2018/1040
Steve O'Connell
How many 101 calls in London were terminated before an answer in 2015, 2016 and 2017?

Clocktower Estate Countdown Sign
Question No: 2018/1041
Steve O'Connell
The 463 bus route serves the Clocktower Estate, but it is frequently delayed or cancelled. Given this, will the Mayor agree to install a Countdown sign at the bus stop so that residents - many of whom are elderly - are made fully aware of how long they can expect to wait for a bus or if they need to make alternative arrangements?

Restricted duties
Question No: 2018/1042
Susan Hall
How many MPS officers are on 'restricted duties' due to ill health?

Mobile website cost
Question No: 2018/1043
Susan Hall
How much did the redesign of the Met police mobile website cost? Please provide the total cost and a breakdown of the individual design aspects e.g. the cost of the design and positioning of the five blue buttons.

Job application forms
Question No: 2018/1044
Susan Hall
In 2017, how many job application forms were received by the MPS and how many of these were provided to assessors with the applicant’s diversity monitoring details included?
Historic inquires  
**Question No: 2018/1045**  
*Susan Hall*  
Please can you break down how many MPS police officers and staff are working on historic inquiries? Please also provide the individual breakdowns of each type of inquiry e.g. sex crimes or undercover policing.

Office based officers  
**Question No: 2018/1046**  
*Susan Hall*  
Please provide the number of MPS police officers who are currently office based?

Deliberate infection crimes  
**Question No: 2018/1047**  
*Susan Hall*  
For the years 2015, 2016 and 2017, how many reports were made to the MPS for deliberately infecting or trying to infect someone with a disease or virus, including STIs?

Operating systems  
**Question No: 2018/1048**  
*Susan Hall*  
What computer operating systems are currently used across the Metropolitan Police Service, broken down by the number of machines using each operating system? (please include servers)

Post-moped crash duties  
**Question No: 2018/1049**  
*Susan Hall*  
On Tuesday, April 17, two people were injured while fleeing the police on a Moped. The incident has been referred to the Independent Office for Police Conduct (IOPC). Please can you confirm that the two officers involved have remained on normal duties?

Direct entry postings  
**Question No: 2018/1050**  
*Susan Hall*  
Please can you provide a breakdown of where direct entry inspectors and superintendents have been posted?

Funding for women’s refuges  
**Question No: 2018/1051**  
*Susan Hall*  
How much funding has the GLA granted to women’s refuges per year over the last 6 years?
Funding for homelessness charities

Question No: 2018/1052
Susan Hall
How much funding has the GLA granted to homelessness charities per year over the last 6 years?

Press and Communications officials

Question No: 2018/1053
Susan Hall
How many externally facing press, communications or public relations officials have been employed by the GLA for the last 6 years, excluding those in the Secretariat?

External PR professionals

Question No: 2018/1054
Susan Hall
Has the Mayor employed any external PR professionals in the last 3 years? If so, what was their remit and what was the cost by project?

London & Partners correspondence

Question No: 2018/1055
Susan Hall
Can you provide me with all written correspondence between London & Partners and the Mayor’s office since September 2017?

City Hall employees

Question No: 2018/1056
Susan Hall
How many City Hall employees earned more than £100,000 per year in the last 6 years, broken down by year?

GLA family

Question No: 2018/1057
Susan Hall
How many employees in the GLA family earned more than £100,000 per year in the last 6 years, broken down by year?

City Hall staff

Question No: 2018/1058
Susan Hall
How much money has been spent by City Hall on staff, in the last 6 years, broken down by year?
CSA Inquiry
Question No: 2018/1059
Susan Hall
The Independent Inquiry into Child Sexual Abuse recently published its interim report, please can you outline MOPAC’s view on recommendation 13 and any action that MOPAC or/and the Met intends to take as a result?

Spit hood extended pilot
Question No: 2018/1060
Susan Hall
In July last year, the Met announced it planned to extend its ‘spit hood’ pilot and would then share the findings with the Deputy Mayor for Policing and Crime. Has the pilot finished? If so, please can you provide me with the findings?

Hate incidents 1
Question No: 2018/1062
Tony Arbour
Of the hate incidents reported to the Met in 2016 and 2017, how many were deemed a crime?

Hate incidents 2
Question No: 2018/1063
Tony Arbour
Of the hate incidents deemed a crime in 2016 and 2017, how many resulted in a successful outcome? Please break this down by those proceeded with at court, and out of court disposals.

Longest open investigations
Question No: 2018/1064
Tony Arbour
Please provide the Met’s top ten longest open investigations, the year in which the investigation was started and how much each one has cost?

Targeting low-level offending
Question No: 2018/1065
Tony Devenish
The Telegraph, 22nd March, article ‘Innovative policing helps Durham manage austerity’ states that by targeting ‘low-level offending’ Durham Police have prevented more serious crimes taking place and have reduced overall crime levels. Will you study this work and consider implementing within the Met?
Help for witnesses
Question No: 2018/1066
Tony Devenish
What specifically is MOPAC doing to help the witnesses to serious violent crimes such as stabbings, deal with mental health issues such as ‘War style’ post traumatic stress disorder (PTSD)?

Parole Board decision making
Question No: 2018/1067
Tony Devenish
What specifically are you doing to lobby Government to increase transparency on the decision making process by the Parole Board?

Belgravia Police Station
Question No: 2018/1068
Tony Devenish
Recently the decision was made to close the front desk at Belgravia Police Station. However, I, as the local representative along with the local Safer Neighbourhoods Panel was not consulted. Please can you review your processes on such matters to ensure adequate consultation takes place?

Victims of fraud
Question No: 2018/1069
Tony Devenish
What specifically are you doing to help prevent vulnerable Londoners from becoming victims of fraud?

School exclusions
Question No: 2018/1070
Tony Devenish
How can you prioritise work to support the 925 secondary school students permanently excluded from school in London, especially the 345 caused by violent behaviour, to avoid many of them becoming career criminals?

Home intruder death response
Question No: 2018/1071
Tony Devenish
With hindsight, does the Mayor think the Met got the tone of language and neighbourhood policing right following the death of “professional criminal” Henry Vincent?
Pre-Election Period
Question No: 2018/1072
Tony Devenish
Can the Mayor and the GLA review how the pre-election period has been interpreted by officers? Each election there seems to be a more proscriptive version than before, effectively shutting down a taxpayer funded organisation for nearly two months. The media are (in my view) right to be outraged that both a violent crime summit and a Police and Crime Committee briefing were held in private.

Housing research
Question No: 2018/1073
Tony Devenish
What lessons has the Mayor picked up from the Guardian (25 April) "top 10 books about council housing"? Does he agree with the proverb, the best predictor of future performance is past performance?

Soho Blackouts
Question No: 2018/1074
Tony Devenish
Over the recent past, Soho has suffered a series of blackouts affecting theatres, bars, restaurants and long-suffering residents. In spite of concerns being raised with UK Power Networks, the problems continue and no compensation is offered for loss of profit to businesses or to the residents concerned.

What practical steps will the Mayor now take to work with others and ensure that full and adequate provision of electricity is provided on a reliable basis for Soho and the West End, so that we can avoid the repeated international ignominy caused by lengthy power cuts in the heart of our "World c2">

Private Hire Enforcement (1)
Question No: 2018/1075
Tony Devenish
Please confirm that TfL mini cab enforcement costs will have risen from £4m to £30m over the next 5 year and that this equate to £209m when licensing and compliance are included? Please provide a breakdown and justification for such a huge hit to business.

Private Hire Enforcement (2)
Question No: 2018/1076
Tony Devenish
Will you explain how TfL is meeting equalities legislation with regard to the huge increases in Private Hire Operator Licenses given that so many private hire drivers are BAME Londoners?*

Tube Noise (1)
Question No: 2018/1077
Tony Devenish
Given the unprecedented numbers of complaints from Pimlico residents, will you keep your promise to bring forward planned track replacement from 2020 and sort out tube noise problems once and for all?

Tube Noise (2)
Question No: 2018/1078
Tony Devenish
Is it the case that the grinding of Tube rails has been cancelled across London?

Hyperloop
Question No: 2018/1079
Tony Devenish
Will the Mayor read Steve Norris' article in the 18th April issue of City AM entitled "The Hyperloop train is leaving the station - and the UK must be on it"? What plans does the Mayor of London have to put his weight behind this opportunity to the benefit of London business and Londoners?

Windsor Link Railway
Question No: 2018/1080
Tony Devenish
Are you aware of the Windsor Link Railway proposals, which would improve rail connectivity for Londoners and do the proposals have your support?

Free Bus Fares
Question No: 2018/1081
Tony Devenish
Will the Mayor be looking to implement a policy of free bus fares for under 25s?

Motorists in Bus Lanes
Question No: 2018/1082
Tony Devenish
What can TfL do to reduce instances of motorists straying into bus lanes, which has led to 994,000 fines in London according to the RAC?
Passenger Numbers (1)
Question No: 2018/1083
Tony Devenish
TfL’s budget assumes that the number of Bond Street passengers will rise from 40 million this year to 69 million in 2021 and Tottenham Court Road passenger numbers will rise from 39 million this year to 68 million by 2021. Does the Mayor seriously stand behind these figures for increased passenger numbers, central to underpinning TfL’s budget?

Passenger Numbers (2)
Question No: 2018/1084
Tony Devenish
Please explain where is the suppressed demand that will lead to tens of millions of additional passenger journeys in just three years.

TfL Budget
Question No: 2018/1085
Tony Devenish
Would the Mayor support an independent forensic review of the TfL budget?

Electric Charging Points
Question No: 2018/1086
Tony Devenish
Where exactly are these 100 new electric charging points? Please provide a map, a full list of locations and details of when each charging point came into operation.

Excessive Tube Announcements Noise
Question No: 2018/1087
Tony Devenish
What more will you do to minimise the excessive noise from Earl’s Court Station’s announcements?

Racist abuse
Question No: 2018/1088
Tony Devenish
Will the Mayor condemn the racist abuse of the new Home Secretary? Will he confirm that the Metropolitan Police will investigate these alleged hate crimes?
Brixton Arches redevelopment  
**Question No:** 2018/1089  
**Tony Devenish**
Has the Mayor seen the Financial Times article, ‘Gentrification leads to conflict underneath the railway arches’ (7th April)? Is there anything he can do by interceding with Network Rail? What lessons can TfL learn from this issue about the balance between a commercial property business and community SME support?

Child Protection Case inspections  
**Question No:** 2018/1118  
**Caroline Pidgeon**
What progress is the Metropolitan Police Service making to ensure no further child protection investigation cases are judged inadequate or requiring improvement as defined by Her Majesty’s Inspectorate of Constabulary and Fire & Rescue Services?

Liquefied Petroleum Gas vehicles in London (1)  
**Question No:** 2018/1119  
**Caroline Pidgeon**
Please state the evidence to justify your statement at Mayor’s Question Time on 22 March 2018 that the recent trial of LPG taxis in Birmingham resulted in higher CO2 emissions from the vehicles.

Liquefied Petroleum Gas vehicles in London (2)  
**Question No:** 2018/1120  
**Caroline Pidgeon**
Please state the evidence to justify your statement at Mayor’s Question Time on 22 March 2018 that the recent trial of LPG taxis in Birmingham resulted in only “limited air quality benefits.”

RV1 bus service (1)  
**Question No:** 2018/1121  
**Caroline Pidgeon**
What measures, if any, has TfL taken to specifically adopt marketing of the RV1 bus service, including the development of a dedicated App for this bus route to: (a) UK visitors and tourists to London, and (b) overseas visitors and tourists, as a cheap and attractive way to visit many of the key visitor attractions in London?

RV1 bus service (2)  
**Question No:** 2018/1122  
**Caroline Pidgeon**
Please state where the removed hydrogen buses on the RV1 bus route have been deployed?
Clash of Royal Wedding events and FA Cup Final on the 19th May 2018

Question No: 2018/1123

Caroline Pidgeon

Considering the forthcoming Royal Wedding on the 19 May 2018 was officially announced on Monday 27 November 2017 and that the date of the FA Cup Final was also already known at this time, do you consider it acceptable that TfL and Network Rail are planning to proceed with such extensive closures over this weekend involving sections of the DLR, the District and Circle Lines and parts of the London Overground?

Changes to Holloway Road

Question No: 2018/1124

Caroline Pidgeon

Although TfL is undertaking post-scheme traffic counts following the Archway scheme, the roads covered are just a fraction of the list of streets for traffic counts suggested by the Highgate Society. Please set out the reasons for TfL rejecting the proposal to carry out more post-scheme traffic counts on roads in Camden, Haringey and Islington? Will you review this decision so that a fuller picture of the impact of the scheme can be developed?

mytaxi (1)

Question No: 2018/1125

Caroline Pidgeon

A constituent has approached me with the following question that he would like you to directly answer. Can a taxi driver charge more than the metered fare when undertaking an instant hiring on the mytaxi app when the start finish destinations are both in the GLA area? If the answer is no, do you agree that an instant hiring on the mytaxi app is simply an extension of mytaxi plying for hire?

mytaxi (2)

Question No: 2018/1126

Caroline Pidgeon

A constituent has approached me with the following question that he would like you to directly answer. Do you agree that an instant hiring on the mytaxi app is plying for hire? If the answer is no, do you consider an instant hiring on the mytaxi app as a pre-booking?

Basic Command Units (1)

Question No: 2018/1127

Caroline Pidgeon

What evaluations have been undertaken by MOPAC or the Met to examine the greater travelling time that might face certain police officers through the creation of 12 Basic Command Units across London? If any evaluation has been undertaken will you ensure it is published?
Basic Command Units (2)
Question No: 2018/1128
Caroline Pidgeon
What environmental impact assessment has MOPAC undertaken to examine the greater car and vehicle journeys that might arise through the creation of 12 Basic Command Units across London? If any evaluation has been undertaken will you ensure it is published?

International Bus Benchmarking Group Data
Question No: 2018/1129
Caroline Pidgeon
In answer to Question 2017/4206 you stated: "TfL will publish the 2017 presentation on London’s performance compared with other cities online by the end of this year, with presentations back to 2012 to be published shortly after, fulfilling my agreement to publish the international Bus Benchmarking Group data." Where and when was this data published?

Croydon Tram - Correspondence sent to ORR and RAIB about May 2017 Driver Incident
Question No: 2018/1130
Caroline Pidgeon
In an Evening Standard article on the 19 May 2017 about footage of an incident showing a Croydon Tram driver allegedly asleep while driving, the then Managing Director for Surface Transport was quoted as saying “We have taken immediate action to refer this footage to the industry regulator, the Office of Rail and Road (ORR) and the Rail Accident Investigation Branch (RAIB), for urgent investigation.” Please publish the correspondence TfL sent to the ORR and the RAIB about this incident.

Fatigue Risk Management System Audits of TfL Surface Transport Operations
Question No: 2018/1131
Caroline Pidgeon
Has TfL conducted fatigue risk management system audits of all its Surface Transport operations contractors?

Driver Fatigue and Bus Collisions
Question No: 2018/1132
Caroline Pidgeon
According to TfL’s own data over the 10-year period 1 April 2007 to 31 March 2017, TfL has recorded 249,835 collisions involving TfL buses, 161 which have resulted in fatalities. In how many of these collisions was driver fatigue recorded as a factor or contributing cause?
Dial-a-Ride (1)  
*Question No: 2018/1133*  
Caroline Pidgeon  
Please state the number of Dial-a-Ride passenger feedback forms received on a yearly basis from 2004/5 to 2016/17, or for the longest period back that TfL holds records.

Dial-a-Ride (2)  
*Question No: 2018/1134*  
Caroline Pidgeon  
Please set out the total amount of any performance related bonuses paid in any of the last three years to managers within Dial-a-Ride.

Dial-a-Ride (3)  
*Question No: 2018/1135*  
Caroline Pidgeon  
Further to your answer to question 2018/0317, do you stand by your statement and have evidence to justify the statement that Dial-a-Ride is ‘predominately an hoc booking service’?

Dial-a-Ride (4)  
*Question No: 2018/1136*  
Caroline Pidgeon  
What specific actions will you and TfL undertake over the coming year to make Dial-a-Ride a more accessible and used service than in the last financial year?

Publication of statistics on housing starts of affordable homes  
*Question No: 2018/1137*  
Caroline Pidgeon  
On the 19 April 2018, the BBC website highlighted that the number of starts on building sites for affordable homes according to GLA statistics increased from 6,725 to 12,526 within a one period end, with the explanation for the sudden increase being "administrative reasons". Will housing starts be fully and accurately recorded throughout the coming year and what changes are you making to ensure the accuracy of recording?

Monitoring of broken traffic lights (1)  
*Question No: 2018/1138*  
Caroline Pidgeon  
What steps does TfL take to inspect and ensure the proper working of traffic lights, or does it rely solely on broken lights being reported to them by the public?
Monitoring of broken traffic lights (2)
Question No: 2018/1139
Caroline Pidgeon
Has TfL investigated developing a computer programme that could remotely identify suspected broken traffic lights with inspections of specific lights triggered by repeated traffic disruption facing buses?

Publication of Garden Bridge Trust minutes
Question No: 2018/1140
Caroline Pidgeon
I understand that on the 28 February 2018 the Garden Bridge Trust finally handed over minutes of its meetings. When will you ensure these minutes are finally published?

TfL's Taxi Delicensing Scheme
Question No: 2018/1141
Caroline Pidgeon
How many diesel taxis have been 'delicensed' under the delicensing scheme for the oldest taxis launched by TfL on the 28 July 2017.

Delays on the London Underground caused by litter
Question No: 2018/1142
Caroline Pidgeon
Following The Times newspaper report on the 1 May 2018 revealing that litter discarded in London Underground stations and trains has led to more than 120 hours of delays to services over the past three years, please set out what steps TfL is undertaking to reduce these delays and also the level of litter at London Underground stations.

Gospel Oak to Barking train line
Question No: 2018/1143
Caroline Pidgeon
Please state the precise date that four carriage electric trains will start to operate on the Gospel Oak to Barking train line.

Addressing Educational Disadvantage (1)
Question No: 2018/1144
Jennette Arnold
Given the vital role played by experienced, well-trained teachers on addressing the attainment gap between students from disadvantaged backgrounds and their peers, can you update me on the progress of your work to support training and retaining for teachers in London?
Addressing Educational Disadvantage (2)
Question No: 2018/1145
Jennette Arnold
We need to ensure that diversity is reflected in London’s new teachers. How are you encouraging this?

Financial Deficits in London schools
Question No: 2018/1146
Jennette Arnold
What is the Mayor doing to help put pressure on the government to address the increasing number of schools in London facing serious financial deficits?

Moped Enabled Crimes
Question No: 2018/1147
Jennette Arnold
Please could you provide the number of moped enabled crimes by borough per month from April 2017 to date?

Devolution within the Criminal Justice System
Question No: 2018/1152
Unmesh Desai
What role can the Memorandum of Understanding on devolution within the Criminal Justice System play in reducing youth re-offending in London?

Tackling Modern Slavery
Question No: 2018/1153
Unmesh Desai
How will the 165 professionals that took part in a ‘train the trainers’ day within the Metropolitan Police aide the force to tackle modern slavery and County lines exploitation?

Interaction between City of London Police and the Met
Question No: 2018/1154
Unmesh Desai
What protocols or arrangements are in place for instances where the City of London Police undertake serious investigations (such as the recent homicide investigation) on behalf of the Metropolitan Police Service? (i.e. are pre-existing protocols in pale or are these arranged specifically for the case? Are costs incurred by the Metropolitan Police Service?)
Police Officer voluntary resignations
Question No: 2018/1155
Unmesh Desai
How many voluntary police officer resignations were there in the years 2010, 2011, 2012, 2013, 2014, 2015, 2016 and 2017?

Anti-Social Behaviour (ASB) in East London
Question No: 2018/1156
Unmesh Desai
Please can you provide the list of ASB incidents recorded by the Metropolitan Police Service in 2018 so far and in 2017 for Barking and Dagenham, Newham and Tower Hamlets?

Hate Crime (1)
Question No: 2018/1157
Unmesh Desai
Please can you provide the sanction detection rate for the different categories of hate crime in the financial year 2017/18 (i.e. broken down by disability hate crime, racist & religious hate crimes and etc.)?

Hate Crime (2)
Question No: 2018/1158
Unmesh Desai
Please can you provide the number of incidents and number of crimes for the different categories of hate crime in the financial year 2017/18 (i.e. broken down by disability hate crime, racist & religious hate crimes and etc.)?

Immigration Status (1)
Question No: 2018/1159
Unmesh Desai
You have previously expressed concerns with regards to a case in which a young woman who had been a victim of rape, got in contact with the Metropolitan Police Service (MPS) to report the incident and was later arrested on immigration charges. What advice have you given the MPS in order to ensure that all victims of crime have the confidence to come forward regardless of their immigration status?

Immigration Status (2)
Question No: 2018/1160
Unmesh Desai
What is the current policy of the MPS with regards to referring victims of crime to the Home Office over instances in which the police have concerns over a person’s immigration status?
Immigration Status (3)
Question No: 2018/1161
Unmesh Desai
In the past financial year, how many victims of crime were referred to the Home Office due to concerns over their immigration status (if possible, please provide a list of the crimes committed against the victims)?

Northern Line noise (1)
Question No: 2018/1164
Andrew Dismore
I am getting increasing numbers of complaints from residents about noise from the Northern Line due to the relaid track and wear on the rails caused by automation. TfL are taking far too long to respond to these complaints, and even worse are telling residents that there is nothing that can be done and in effect the residents have to put up with it. Do you think this is fair; and if not will you get a grip on this problem and sort it out?

Northern Line noise (2)
Question No: 2018/1165
Andrew Dismore
It is becoming apparent that the installation of noise damping pads on Northern Line track is not working. Homes near Mornington Crescent, for example, have seen noise levels increase to even more unacceptable levels. What will you do about it?

Northern Line noise (3)
Question No: 2018/1166
Andrew Dismore
Track corrugation in Northern Line tunnels is getting worse due to automated train operation causing braking at exactly the same points near stations, increasing noise nuisance. What will you do about it?

Private hire drivers: suspensions and revocations of licences.
Question No: 2018/1167
Andrew Dismore
An issue that is causing a great deal of concern to private hire drivers, is the way TfL is imposing suspensions and revocations of licences with no respect for natural justice and no hearing or right to submit a written response to an allegation. To have a suspension lifted or revocation overturned, drivers have to pay a court fee of £250.00 for the privilege. Do you consider it is acceptable for TfL to suspend drivers’ licences before any investigation takes place, leaving them without a salary and only having any subsequent appeal heard in a Magistrates Court; and if not, will you ensure revised procedures are put in place to enable drivers to have a fair hearing first?
River safety
Question No: 2018/1168
Andrew Dismore
Whilst the London Resilience Forum deals with the immediate operation and response to river incident high risks, do you agree that boroughs need to engage in day to day proactive river safety such as river side and bank design specifically linked to preventing self-harm; public rescue equipment; and access and egress to the foreshore, through their local risks assessments and managed via their Community Safety Partnerships?

CS11 and local major developments
Question No: 2018/1169
Andrew Dismore
I have been receiving a lot of correspondence about the proposed CS11 and its likely impact on the local community, given major construction developments in the area. Where do you consider the construction traffic flows will go; and will you give a progress report on the CS11 scheme?

Unreliable 13 bus
Question No: 2018/1170
Andrew Dismore
I continue to get correspondence from residents about their latest bad experiences with the unreliable 13 bus, despite assurances from TfL that they are dealing with it. It is now over a year since the current operator took over the route, and this operator seems to be incapable of providing an efficient and reliable service. Will you look into this and get this service sorted out once and for all?

Restaurant tips
Question No: 2018/1171
Andrew Dismore
TGI Friday’s has faced the first strike over tips in the UK in an escalation of a row between waiters and the restaurant chain. Do you think it is wrong for restaurants in London not to distribute tips in full to staff; and do you agree that tips should not be used to subsidise low pay?

Legal aid and advice organisations
Question No: 2018/1172
Andrew Dismore
Workers in legal aid and advice organisations are at breaking point according to a survey undertaken by their union at over 30 Advice Centres, Law Centres and Citizens Advice Bureaux, which found that over three quarters (77 per cent) of staff reported an increase in their workload because of increased demand and cuts in staff. 35 per cent of organisations' volunteers are increasingly required to undertake work previously performed by paid staff. What do you think needs to be done to help London’s advice services?
Business rates in London
Question No: 2018/1173
Andrew Dismore
This April business rates increased and according to the Federation of Small Businesses, many small businesses in London will have seen their business rates increase upwards of 20 per cent. What support are you providing to small businesses to help them to stay in London?

ESOL in London
Question No: 2018/1174
Andrew Dismore
What progress has been made addressing the barriers to ESOL training since your report ‘Mapping ESOL Provision in Greater London’?

Zero-hour contracts (1)
Question No: 2018/1175
Andrew Dismore
The number of zero-hour contracts in London has increased from 118,000 at the end of 2016 to 121,000 by the end of 2017, despite the declining overall figure for the UK. What do you think is driving this increase?

Zero-hour contracts (2)
Question No: 2018/1176
Andrew Dismore
There are often negative news stories, related to workers’ rights, about employers that use zero-hour contracts. How will you encourage employers of zero-hour contracts to sign up to your Good Work Standard?

Apprenticeships
Question No: 2018/1177
Andrew Dismore
The Government’s approach to apprenticeships does not appear to be working in London as many businesses are not making full use of the Apprenticeship Levy or are using the funding for apprenticeships in sectors that offer little progression and low-pay. What action needs to be taken to improve apprenticeships policy to ensure London has the skills that it requires?

Tate Collective
Question No: 2018/1178
Andrew Dismore
Do you welcome the Tate’s new scheme to reduce the price of exhibition tickets for young people aged between 16 and 25, and what discussions is your Deputy Mayor for Culture having with other London institutions to facilitate visits from young adults?
Customs Union
Question No: 2018/1179
Andrew Dismore
Following the Government’s recent reiteration that they do not intend to remain in the Customs Union, how are you keeping pressure on the Government to persuade them that remaining in the Customs Union will be beneficial for London’s economy?

Employment in the culture sector
Question No: 2018/1180
Andrew Dismore
Low pay and poor working conditions are common in the cultural industry. How will the Mayor ensure that the organisations he works with through his Culture Strategy comply with the aspirations set out in the Good Work Standard, for example by paying the London Living Wage?

Fire deaths
Question No: 2018/1181
Andrew Dismore
How many deaths from fire in London have there been this calendar year so far; and how many were there in the similar period last year?

Fire safety post Grenfell
Question No: 2018/1182
Andrew Dismore
In an open letter, a number of leading fire safety experts and building industry bodies have urged the Government to introduce immediate changes to standards without waiting for the Grenfell Fire inquiry to conclude, calling for an immediate change in the law requiring all high-rise and high-risk buildings to be fitted with sprinklers, that only non-combustible cladding and insulation be installed on tower blocks, and for all new buildings to be required to have alternative escape routes: do you support their calls?

Policing at West Ham matches 1
Question No: 2018/1183
Andrew Dismore
Who is paying for the extra stewarding and policing at West Ham home games?

Policing at West Ham matches 2
Question No: 2018/1184
Andrew Dismore
What was the cost to the taxpayer of the policing of the West Ham vs Burnley match?
Financial inclusion (1)
Question No: 2018/1185
Andrew Dismore
Further to your response to the Economy Committee’s report ‘Short changed- the financial health of Londoners’, what discussions have you had with central Government to conduct a comprehensive national survey to assess financial inclusion and gather evidence to better understand the scale of the problem in London?

Financial inclusion (2)
Question No: 2018/1186
Andrew Dismore
Further to your response to the Economy Committee’s report ‘Short changed- the financial health of Londoners’, what discussions have you had with London boroughs about financial inclusion to share their learning and best practice?

Financial inclusion (3)
Question No: 2018/1187
Andrew Dismore
Further to your response to the Economy Committee’s report ‘Short changed- the financial health of Londoners’, what discussions have you had with education providers and the technology sector to explore options for improving the financial health of Londoners?

Financial inclusion (4)
Question No: 2018/1188
Andrew Dismore
Further to your response to the Economy Committee’s report ‘Short changed- the financial health of Londoners’, when do you expect to carry out a survey of young Londoners to assess the level of financial inclusion in London?

Financial inclusion (5)
Question No: 2018/1189
Andrew Dismore
Further to your response to the Economy Committee’s report ‘Short changed- the financial health of Londoners’, what discussions have you had with the LEAP to explore both the need and potential for asking the Government to extend the operating hours of National Business Support Helpline?

Financial inclusion (6)
Question No: 2018/1190
Andrew Dismore
Further to your response to the Economy Committee’s report ‘Short changed- the financial health of Londoners’, what discussions have you had with credit unions in London to promote the awareness and take-up of affordable credit products and debt advice services in London?
Financial inclusion (7)
Question No: 2018/1191
Andrew Dismore
Further to your response to the Economy Committee’s report ‘Short changed- the financial
health of Londoners’, what work is your Chief Digital Officer and your Smart London Board
undertaking to improve digital connectivity in London?

Financial inclusion (8)
Question No: 2018/1192
Andrew Dismore
Further to your response to the Economy Committee’s report ‘Short changed- the financial
health of Londoners’, what discussions have you had with leading cash machine networks to
encourage them to share their data and assist in mapping of their provision in London?

Financial inclusion (9)
Question No: 2018/1193
Andrew Dismore
Further to your response to the Economy Committee’s report ‘Short changed- the financial
health of Londoners’ what action are you taking as Mayor of London to collect the data on the
number of vulnerable Londoners, for example victims of domestic abuse or people with
disabilities, who might not have access to a bank account?

Police Sanction Detection Rates
Question No: 2018/1194
Len Duvall
What impact has the rise in crime had on the workload of officers working in the Metropolitan
Police Service?

Electric charging points
Question No: 2018/1195
Florence Eshalomi
As the Mayor plans to establish London’s taxi fleet as the greenest in the world and to phase
out diesel, could he provide details of how many Rapid Charging points there will be a) across
London, b) in Southwark and c) in Lambeth by December 2018?

Land Compensation Rules
Question No: 2018/1198
Nicky Gavron
Centre for Progressive Policy think-tank has recommended
(https://www.planningresource.co.uk/article/1462306/call-land-compensation-rules-change-
boost-housebuilding-rate) that Land compensation rules should be changed to allow local
authorities to capture the uplift in land values that result from planning permission. Would you
support such a changed to the rules?
Rail Freight Strategy

Question No: 2018/1199

Nicky Gavron


The London Freight Data Report

Question No: 2018/1200

Nicky Gavron


Notting Hill Gate Step Free (1)

Question No: 2018/1201

Nicky Gavron

Your Stage 1 report (https://www.london.gov.uk/sites/default/files/dp3109astg1.pdf) on the Newcombe House Planning application says, “The applicant has been involved in discussions with London Underground on the previous application and terms had been agreed for the s106 as well as the associated arrangements for the delivery of the works. The cost of providing the space, the required structure and fitting out of the step-free access is estimated at £5.2M and should be delivered by the developer.” Is this £5.2m cost still accurate and will London Underground be required to provide funding to make the eastbound platform of the station step free?

Notting Hill Gate Step Free (2)

Question No: 2018/1202

Nicky Gavron

Your Stage 2 report (https://www.london.gov.uk/sites/default/files/3109a.pdf) on the Newcombe House Planning application says, “This would provide the leverage to negotiate for the provision of SFA to the northbound platform as part of the proposals on the adjacent David Game House site.” What is the estimated cost of providing the space, the required structure and fitting out of the step-free access to ensure that the Northbound platform becomes step free?

Tall Buildings (1)

Question No: 2018/1203

Nicky Gavron

Is the GLA using 3D modelling techniques that are now available for all schemes reviewed by the Mayor, to ensure that valuable views and proximity to heritage assets are preserved intact for future generations? What progress has been made in setting up the skilled Design Review Panels across the Boroughs to underpin the Local Authorities planning staff’s work?
**Tall Buildings (2)**
**Question No:** 2018/1204
*Nicky Gavron*
Could the Mayor please confirm that the GLA has been investigating in depth the effect that Tall Buildings have on the environment, to ensure that the highest standards of scrutiny are in place when Planning Applications are brought forward.

**Tall Buildings (3)**
**Question No:** 2018/1205
*Nicky Gavron*
Can the Mayor confirm that sensible alternatives to Tall Buildings are being examined routinely prior to consideration of the Tall Building option for a specific site?

**Tall Buildings (4)**
**Question No:** 2018/1206
*Nicky Gavron*
Could the Mayor confirm whether the GLA is requiring proof of extended longevity for Tall Buildings, in light of their anticipated far greater cost for maintenance?

**Tall Buildings (5)**
**Question No:** 2018/1207
*Nicky Gavron*
What is the average annual Service Charge for a typical 20-40 meter Tall Building?

**Mid-rise Buildings**
**Question No:** 2018/1208
*Nicky Gavron*
Could the Mayor please confirm whether the GLA has been talking to the Outer London Boroughs regarding developing appropriate new mid-rise typologies that could greatly boost the housing numbers in a short period of time and reflect London's unique architectural identity?

**Flats that are marketed, but not selling**
**Question No:** 2018/1209
*Nicky Gavron*
Could the Mayor please present his thoughts regarding the future of the many unsold luxury flats that have now reached the market. Will he be imposing any specific measures on the owners/developers of these empty flats?
Social rented units in Tall buildings
Question No: 2018/1210
Nicky Gavron
What is the total number of units in tall buildings given permission by the Mayor since the start of his Mayoralty, and what proportion of these units are at social rent?

Air Pollution from Building Sites
Question No: 2018/1211
Nicky Gavron
Planning conditions should be used to cut air pollution from building sites, according to proposals in a new Welsh Government draft framework on the introduction of clean air zones. What do you think of the proposals and do you have plans to introduce similar measures in London?

Natural Capital Accounts for Public Green Space in London
Question No: 2018/1212
Nicky Gavron
Following the publication of Natural Capital Accounts for Public Green Space in London study in November 2017, the report’s authors Vivid Economics, have embarked on a project to create a toolkit to assess the economic value of all urban green infrastructure. What plans, if any, do you have to become involved in the project to ensure that the toolkit will be as useful as possible to the GLA and the boroughs when considering how green infrastructure fits into the fabric of London?

Solving Planning Problems
Question No: 2018/1213
Nicky Gavron
Please give me your views on the following planning policies advocated by the Adam Smith Institute. First, create a new right to build as high as the tallest building on your street. Second, let streets vote to allow every property to add an extra two floors. Third, allow development on green belt land that is within ten minutes' walk of a railway station and, in the southeast, within 45 minutes' travel time of Transport for London’s zone 1.

The Land Compensation Act
Question No: 2018/1214
Nicky Gavron
The Land Compensation Act (1961) stipulates that in the event of compulsory purchase, Landowners are to be reimbursed not only for the value of their land as it stood but for its potential value if it were used for something else in the future. This has given landowners an incentive to landbank to be able to sell that land for a higher price in the future and this higher price has forced developers to cut the affordable housing they can afford and to drip feed properties into the market in order to keep prices high. Would you support reform of this Act to allow public sector bodies to purchase land according to its current use and not its future use?
Office to Residential Conversions
Question No: 2018/1215
Nicky Gavron
The Royal Institution of Chartered Surveyors believe that office-to-residential permitted development rules have allowed the development of ‘extremely poor-quality housing’. Do you agree with their view and what action can you take to ensure that any such conversions are of the highest quality?

Telephone Box Development
Question No: 2018/1216
Nicky Gavron
Do you agree with the Local Government Association who have called on ministers to scrap permitted development rights for phone boxes? Please give your reasons.

Creative Workspaces (1)
Question No: 2018/1217
Joanne McCartney
What steps are you taking to ensure that creative workspaces are large enough so artists have sufficient maker-space?

Creative Workspaces (2)
Question No: 2018/1218
Joanne McCartney
Is there evidence of any gender impacts on the loss of creative workspaces?

Recording of Wildlife Crime
Question No: 2018/1219
Joanne McCartney
A constituent has asked me whether the way in which Wildlife Crime is recorded centrally by the Met can be changed so that these crimes are assigned their own crime codes? This will ensure the true extent of wildlife crime is known and categorised.

Mobile Phone Parking Payments
Question No: 2018/1220
Joanne McCartney
Some elderly residents are concerned about only being able to pay for parking with a mobile phone, which they might not have. Will you encourage councils to ensure there is also a traditional way of paying so that all Londoners can pay for parking?
Bomb Scares
Question No: 2018/1221
Onkar Sahota
Following the bomb scare at schools across West London, I’m sure the Mayor will join me in thanking the Metropolitan Police for their quick work in investigating the incident. In the long term, what can be done to disincentivise and clamp down on this kind of behaviour, where people create hoaxes in order to spread chaos and disruption?

Safer Streets for Cyclists
Question No: 2018/1222
Onkar Sahota
Following the news that there have been almost 400 incidences of cyclists being seriously injured, and in some cases killed, due to collisions with car doors in West London over the past seven years, will the Mayor and the Deputy Mayor of Transport work with Cyclists UK in order to tackle this and ensure our streets are safer for cyclists?

Living Wage
Question No: 2018/1223
Onkar Sahota
Following my question on 22nd February on the Heathrow’s adoption of the Living Wage (2018/0567), how will you, in the Good Work Standard, encourage small and medium sized businesses, who often feel it will be a financial struggle to do so, to take up the London Living Wage?

TfL Badges for Disabled Travellers
Question No: 2018/1224
Onkar Sahota
I’d like to welcome the recent TfL adverts highlighting that TfL’s badge for disabled travels can refer to mental as well as physical disability. How is TfL working to encourage uptake for using these badges among Londoners with mental health problems?

Old Oak Common Lane and Station (1)
Question No: 2018/1225
Navin Shah
A question from my constituent: The previous Mayor told Fiona Twycross AM (e.g. question 2015/1068) and Navin Shah AM (e.g. 2015/0330) that building a replacement bridge on Old Oak Common Lane under the Great Western Main Line and making it wide enough for segregated cycling lanes was ‘not guaranteed’. Can you let me know if your lobbying has resulted in a guarantee by HS2 Ltd for a replacement bridge with segregated cycling lanes?
Old Oak Common Lane and Station (2)
Question No: 2018/1226
Navin Shah
A question from my constituent: HS2 Ltd. says that its western station entrance is 6 metres below the datum level of Old Oak Common Lane. Do you therefore support a pedestrian subway beneath Old Oak Common Lane, rather than a surface crossing, on this increasingly-busy main road?

Old Oak Common Lane and Station (3)
Question No: 2018/1227
Navin Shah
A question from my constituent: Do you acknowledge there is sufficient existing space between the Willesden Junction Old Oak sidings tracks for a future island platform at your new London Overground station, even if that is not needed immediately? Given the adequate width of the overall site, will your station design protect that existing space for an island platform on the two adjacent tracks?

Old Oak Common Lane and Station (4)
Question No: 2018/1228
Navin Shah
A question from my constituent: What car-length do you want for your new platforms and for all future possible additional platforms? Will all potential platforms be long enough to accommodate future services from other train operating companies, as well as from London Overground?

Railway Noise
Question No: 2018/1229
Navin Shah
My Harrow constituent at HA1 2JQ has complained about problems with railway noise following track changes. The constituent has lived by the Met/ Chiltern line just east of Harrow on the Hill station since 1959 and has never been bothered by railway noise until very recently when contractors arrived unannounced and put in a cross rail on the tracks. This means there is a loud thumping noise on the Met down line as each carriage goes over the rail. Apparently, no environmental impact assessment was done by the contractor but it was agreed that it was unacceptably noisy so an acoustic wall will be installed. However, this was not going to be done until the summer and this date has now extended to next year because someone in Woodford has a higher priority! They have suggested in the meantime she installs a 6 ft high wooden fence which they may pay for. None of this is acceptable, what is required is a professional solution for an effective reduction of noise and not a ‘wooden fence’ and the remedial measures taken urgently than having to wait for an indefinite period.
Stanmore Station: Step Free Access
Question No: 2018/1230
Navin Shah
I welcome the Mayor’s special fund for step free access to stations. Stanmore station, visited by
the Deputy Mayor for Transport, has a strong case for funding step free scheme as a matter of
urgency. Will it be included in the next round for priority funding?

New Bus Shelter – High Street Wealdstone
Question No: 2018/1231
Navin Shah
A local group has raised this issue with me. The South Harrow bound Baptist Church bus stop in
High Street Wealdstone has no shelter nor is any other shelter, for example a shop canopy, in
the vicinity of the bus stop. This bus stop is widely used by older people who go to the Church
or the Mosque at Whitefriars Avenue. The group has brought this to the Mayor and TfL’s
attention but to no avail; will you instruct TfL to investigate the issue as a matter of urgency
please?

Stewarding Arrangements at the Olympic Stadium Coalition
Question No: 2018/1232
Navin Shah
Following a meeting with Unmesh Desai AM and me, the Olympic Stadium Coalition, the group
seeking a fairer deal for the taxpayer and for football, has submitted their proposal to some
Assembly Members and your Chief of Staff outlining improvements for stewarding
arrangements at the Stadium. Have you seen the proposals and what is your response?

Windrush
Question No: 2018/1233
Navin Shah
How will you promote the awareness of 70 years of Windrush and is there anything that you
can do to reassure and help Londoners affected by the Government’s hostile immigration
policy?

GLA Black, Asian and minority ethnic pay gap
Question No: 2018/1234
Navin Shah
Thank you for publishing for the first ever comprehensive data on the pay gap affecting Black,
Asian and minority ethnic (BAME) employees for all organisations in the Greater London
Authority (GLA) Group. What steps have you taken so far to address the pay gap?
Rise in Foodbanks
Question No: 2018/1235
Navin Shah
New data published by the Trussell Trust shows that its network of foodbanks handed out 134,244 three-day emergency food parcels to struggling families in London, in particular we have seen an increase in Harrow. The charity has highlighted that a shortfall in welfare payments is the biggest and fastest growing reason for referrals to a foodbank. You have mentioned that the new London Food Strategy ‘will include a focus on alleviating food poverty’. When will the London Food Strategy be published?

BSL Charter
Question No: 2018/1236
Navin Shah
When you were campaigning to be Mayor of London, you pledged to introduce the BSL charter to improve the lives of deaf people in the capital. Can you update me on what action you have taken so far?

Universal right to food
Question No: 2018/1237
Fiona Twycross
A universal right to food is going to be consulted on in Scotland. Will you be looking at this consultation to inform you work on food insecurity in London?

Rent-to-own schemes (1)
Question No: 2018/1238
Fiona Twycross
What action can be taken on buying essential household items such as fridges, through rent-to-own schemes which penalise low-income families in London who can pay three times the cost of the original product?

Rent-to-own schemes (2)
Question No: 2018/1239
Fiona Twycross
Do you support calls for the Financial Conduct Authority, in its current review of the rent-to-own sector, to introduce a cap on the total cost of rent-to-own goods, so that London families least able to afford it are not paying over the odds for household items, or at risk of having goods repossessed?
Care leavers and the roll out of Universal Credit
Question No: 2018/1240
Fiona Twycross
A constituent has asked me to raise concerns about the particular issues relating to care leavers and the roll out of Universal Credit which is putting additional financial pressures on an already vulnerable group of Londoners. Would you raise this with the Secretary of State for Work and Pensions as part of your ongoing dialogue on this issue?

Night tube (1)
Question No: 2018/1241
Fiona Twycross
A constituent has asked when the night tube will be rolled out to North-West London?

Night tube (2)
Question No: 2018/1242
Fiona Twycross
A constituent has asked when the night tube will be extended to South-East London and whether this will include the full length of the East London Line?

Step free access
Question No: 2018/1243
Fiona Twycross
A constituent has asked when Norwood Junction station will be made step free?

Grooming Gangs
Question No: 2018/1248
David Kurten
What steps are you taking to tackle Rotherham and Telford-style grooming gangs in London?

President Trump’s Visit (1)
Question No: 2018/1249
David Kurten
Why have you been vocal in opposition to President Trump’s visit to the UK, but have not made any comment about the visit of the Saudi Crown Prince or President Erdogan of Turkey and human rights abuses in their countries?

President Trump’s Visit (2)
Question No: 2018/1250
David Kurten
You recently stated that President Trump should expect loud protests when he visits London in July 2018. How many people are the Metropolitan Police expecting to attend these protests, and how will they ensure the safety and security of the President?
**Pedestrians Struck By Bus Mirrors**  
**Question No: 2018/1251**  
David Kurten  
In MQ 2017/2661, I asked how many pedestrians were struck by London bus wing mirrors in each of the last three years? Your response stated: '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.' However, no further information on this matter has been received. Could you please now send me this information.

**Escalators on the London Underground**  
**Question No: 2018/1252**  
David Kurten  
In MQ 2017/3127, I asked how many escalators on the London Underground have been out of service at any one time over the last three years and what steps are currently being taken to improve in-service availability. Your response stated: 'Officers are drafting a response which will be sent shortly.' No such response has been received. Could you please now send me this information.

**Royal Parks**  
**Question No: 2018/1253**  
David Kurten  
What is the policy of the Metropolitan Police towards enforcing the rule of the Royal Parks that there should be no religious observances on their grounds?

**Metropolitan Police Resignations**  
**Question No: 2018/1254**  
Peter Whittle  
To ask the Mayor how many sworn and warranted police officers have quit the Met since 2010?

**Celebrating British History (1)**  
**Question No: 2018/1255**  
David Kurten  
Given your answer to question 2018/0607, do you consider that mentioning the Battle of Rorke’s Drift on the Dollis Hill ‘Thought of the Day’ notice board earlier this year was ill-judged?

**Celebrating British History (2)**  
**Question No: 2018/1256**  
David Kurten  
Will your new guidelines about appropriate messaging on TfL ‘Thought of the Day’ notice boards allow TfL staff to mention the Battle of Rorke’s Drift in the future?
Homes outside London  
**Question No:** 2018/1257  
**David Kurten**
Why did you ask councils outside London if they can contribute homes towards your 66,000 per year target? (http://www.echo-news.co.uk/news/16031824.Bid_for_Londoners_____homes_to_be_built_in_Basildon/)

Cycle Flows  
**Question No:** 2018/1258  
**David Kurten**
The publicly available dataset for cycle flows on TfL roads ends in March 2016. What are the cycle flow numbers for the period from April 2016 to March 2018? (https://data.london.gov.uk/dataset/cycle-flows-tfl-road-network)

ULEZ retrofitting (1)  
**Question No:** 2018/1259  
**David Kurten**
Did you consult with businesses who have Euro 5 diesel engines about how they can retrofit their vehicles to be Euro 6 compliant before the implementation of the ULEZ in April 2019?

ULEZ retrofitting (2)  
**Question No:** 2018/1260  
**David Kurten**
What compensation arrangements will you be making to businesses who have recently invested in new fleets of Euro 5 engine large goods vehicles and will have to upgrade their fleet to be compliant with the ULEZ in April 2019?

Carbon Dioxide  
**Question No:** 2018/1261  
**David Kurten**
Your public dataset on carbon dioxide emissions for London ends in December 2015. What were the carbon dioxide emissions in London between January 2016 and March 2018? (https://data.london.gov.uk/dataset/leggi)

Net Additional Dwellings  
**Question No:** 2018/1262  
**David Kurten**
The public dataset on net additional dwellings ends in 2015/16 with 30,390. What were the numbers of net additional dwellings in London in the years 2016/17 and 2017/18? (https://data.london.gov.uk/dataset/net-additional-dwellings-borough)
John Worboys
Question No: 2018/1263
Peter Whittle
To ask the Mayor if the Metropolitan Police intends to re-open the case of convicted rapist John Worboys and charge him with the alleged three rape and sex assault cases dating back to his conviction in 2009, but which were not presented to the court at his trial?

Pop-up Brothels
Question No: 2018/1264
Peter Whittle
To ask the Mayor what assessment the Metropolitan Police has made of the presence of so-called 'pop-up' brothels in the capital?

Taxi and Private Hire Trade (1)
Question No: 2018/1265
David Kurten
TfL allowed Uber to operate in the on-demand market without changing the legislation, holding a consultation or informing the Taxi Industry. Taxis and Private Hire (PH Vehicles) now operate in the same market. Taxis (stringently regulated) have to compete with PH who benefit from light touch regulation. TfL decide what vehicle Taxis drivers drive and set their fares, leaving drivers with no control or choice with regards to costs. PH Operators on the other hand have the flexibility to bring down fares and PH drivers have multiple choices of vehicles to keep their outgoings to a minimum. How do you expect the taxi trade to survive in London with such disparity created by TfL?

Taxi and Private Hire Trade (2)
Question No: 2018/1266
David Kurten
If a Private Hire (PH) driver decides to sell his PH TfL registered vehicle, it can be sold with the roundel still in place. This can then be bought and the vehicle used to evade the congestion charge or used by sexual predators or criminals masquerading as mini cab drivers. For the sake of public safety, do you agree with the London Cab Drivers Club, that a policy should be put in place so PH drivers must surrender and send back roundels to TfL as soon as the vehicle changes owner?

Taxi and Private Hire Trade (3)
Question No: 2018/1267
David Kurten
TfL are looking to make Public Hire vehicle roundels more visible. the vast majority are not recognisable due to blacked out windows. Surely, for public safety you should be instructing TfL to change the conditions at the point of licencing ensuring vehicles are only licensed if all windows have 25% tint as taxis do. Will you action this?
Taxi and Private Hire Trade (4)

Question No: 2018/1268

David Kurten

TfL license Private Hire Operators, but do not licence Taxi apps such as My Taxi and GETT. At present, TfL's Taxi and Private Hire Directorate are allowing them to operate unchecked, which could have risks to public safety, and could entrench the creation of a gig economy with no workers' rights. What is your opinion of the recent post on the Zelo Street blog, which alleged that it was easy to join the My Taxi platform with fake identification, where My Taxi did not carry out basic fundamental checks. (http://zelostreet.blogspot.co.uk/2018/04/mytaxi-potentially-unsafe-app.html) If taxi apps were licenced, TfL could ensure that they were properly vetting drivers joining their platforms and abiding regulations. TfL could then revoke their licences if they do not meet the conditions of their licence. Do you think that they should be licenced?

Taxi and Private Hire Trade (5)

Question No: 2018/1269

David Kurten

The London Cab Drivers Club believes that the congestion charge exemption is being used by Private Hire (PH) drivers without bookings, and PH vehicles with roundels on their windscreen but drivers who are not licenced PH drivers, to avoid paying and that random checking’s are insufficient to prevent this abuse. What mechanisms do TfL have in place for checking PH vehicles entering the congestion zone have a booking?

Taxi and Private Hire Trade (6)

Question No: 2018/1270

David Kurten

How many PH vehicles on average are checked entering the congestion charge zone daily?

Taxi and Private Hire Trade (7)

Question No: 2018/1271

David Kurten

How many PH vehicles were checked in the congestion charge zone over the past 12 months?

Taxi and Private Hire Trade (8)

Question No: 2018/1272

David Kurten

With reference to question 7 above, how many PH vehicles in the congestion charge zone over the past 12 months were found not to have a booking?
**Taxi and Private Hire Trade (9)**
**Question No:** 2018/1273  
**David Kurten**  
How many drivers over the past 12 months did TfL find entering the congestion charge zone with roundels and were not Private Hire drivers?

**Taxi and Private Hire Trade (10)**
**Question No:** 2018/1274  
**David Kurten**  
With reference to question 9 above, for those found without a booking, what action did TfL take against the driver and operator?

**Taxi and Private Hire Trade (11)**
**Question No:** 2018/1275  
**David Kurten**  
If a Private Hire vehicle enters the congestion zone without a booking but subsequently takes a booking later that day in the zone, are they liable to pay the charge or are they exempt?

**Taxi and Private Hire Trade (12)**
**Question No:** 2018/1276  
**David Kurten**  
Once a Private Hire vehicle that enters the Congestion Charge Zone with a booking and completes their journey do they have an exemption for the rest of the day?

**Taxi and Private Hire Trade (13)**
**Question No:** 2018/1277  
**David Kurten**  
It has been estimated that there are approximately 18,000 Private Hire Vehicles not registered with an operator. Do you think TfL should remove their congestion charge zone exemption?

**Taxi and Private Hire Trade (14)**
**Question No:** 2018/1278  
**David Kurten**  
How many times in 2017 did TfL request all the individual private hire driver data from an operator after a serious crash or road traffic incident involving a PHV?

**Taxi and Private Hire Trade (15)**
**Question No:** 2018/1279  
**David Kurten**  
After a road traffic accident involving an UBER driver, is there any procedures in place for TfL to automatically check if the driver has been doing excessive hours, and it not, does the Mayor think it is prudent to introduce it?
Taxi and Private Hire Trade (16)
Question No: 2018/1280
David Kurten
How many forthcoming meetings are planned between the Chief Executive of Uber, Dara Khosrowshahi and the Transport Commissioner, Mike Brown? Does the Mayor think that Uber is given special treatment or greater access to the Transport Commissioner than other operators?

Taxi and Private Hire Trade (17)
Question No: 2018/1281
David Kurten
Does the Mayor have any concerns regarding Cambridge Analytica and UBER?

Taxi and Private Hire Trade (18)
Question No: 2018/1282
David Kurten
It has been reported that between 2015 and 2017 there has been a massive increase of 39% of Private Hire (PH) Vehicles licensed in London by TfL and an astronomical 49.6% rise in PH driver licences. The London Cab Drivers Club (LCDC) believes these numbers have had a detrimental impact on congestion, emissions, road traffic accidents and financial hardship for Taxi and established Private Hire drivers. TfL never conducted a survey on the affects this would have. Do you agree with the LCDC that the TfL Taxi and Private Hire office acted negligently by not carrying out an impact and supply and demand surveys before issuing a proliferation of licenses?

Taxi and Private Hire Trade (19)
Question No: 2018/1283
David Kurten
From 2015 to 2017 TfL increased the number of Private Hire licences by nearly 50%, but there was a decrease of 3% in taxis licences. Does TfL’s have an agenda to reduce taxi driver numbers and replace them with private hire drivers?

Taxi and Private Hire Trade (20)
Question No: 2018/1284
David Kurten
When will you respond to Question 2018/0615: "What is your opinion of the emails that showed the Government apparently putting pressure on former Deputy for Transport, Isabel Dedring, via the former Prime Minister’s policy adviser Daniel Korski?" which I asked in February 2018?
Taxi and Private Hire Trade (21)
Question No: 2018/1285
David Kurten
What “Whistle-blower” protections are in place for taxi drivers who blow the whistle on TfL’s failings or public safety issues regarding TfL 3rd party stakeholders?

Taxi and Private Hire Trade (22)
Question No: 2018/1286
David Kurten
Does the TfL Taxi and Private Hire Directorate hold separate information, files or dossiers on Taxi Trade Organisation reps or Taxi Drivers who they consider to be vocal activists against TFL policies?

End of Borough Commands
Question No: 2018/1287
David Kurten
What are the total annual savings which you are forecasting by creating twelve area police commands, rather than 32 separate borough commands in London?
Written Answers to Questions Not Answered at Mayor's Question Time on 17 May 2018

**Serious and Violent Crime**
*Question No: 2018/1151*

*Unmesh Desai*
How are you working with the Metropolitan Police Service and the Home Office to tackle the rise in violent crime?

**Oral response**

**Crime victims**
*Question No: 2018/1031*

*Shaun Bailey*
How many individual victims of crime have you met with since becoming Mayor?

**Oral response**

**Improving the financial health of young Londoners**
*Question No: 2018/0939*

*Caroline Russell*
In light of the London Assembly Economy Committee report, Short Changed: the financial health of Londoners, what will you do to improve the financial health and financial education of young Londoners?

**Oral response**

**Sir Craig Mackey**
*Question No: 2018/1246*

*Peter Whittle*
On the morning of Thursday 12 April 2018, Deputy Commissioner Sir Craig Mackey appeared on the Nick Ferrari show on LBC Radio and said of the death of burglar Henry Vincent: "This is a tragedy for the family who have lost a loved one. It is also a tragedy for the homeowner forced to take the action he did. I am pleased we got the quickest possible decision for him in relation to his actions." (http://news.met.police.uk/news/deputy-commissioner-sir-craig-mackey-comment-on-floral-tributes-left-in-hither-green-302519) What kind of message do you think Sir Craig’s statement sends to the law-abiding folk of London?

**Oral response**
Cladding concerns post-Grenfell
Question No: 2018/1149
Tom Copley
Almost one year from the tragedy of Grenfell Tower that claimed the lives of 71 Londoners, many people across the country have discovered that they are living in unsafe homes. What action are you taking as Mayor to support those Londoners who have found themselves living in buildings clad in 'highly combustible' materials?

Oral response

Bus services in London
Question No: 2018/1117
Caroline Pidgeon
What plans do you have to ensure greater involvement by the public in changes to London’s bus services?

Oral response

Affordable Housing
Question No: 2018/1007
Gareth Bacon
Are you still confident that you will achieve your affordable housing targets?

Oral response
London Underground Reliability  
Question No: 2018/1010  
Keith Prince  
Increasing numbers of Londoners are complaining to me about ever more frequent signal failures on the London Underground. Are you content with the reliability of the London Underground?

Oral question receiving a written response  
The Mayor  
I acknowledge that delays are simply not good enough and the frustration it brings to commuters. The Managing Director of London Underground is aware of my concerns and those of Londoners. Despite this, overall performance on the tube shows an 8 per cent improvement on lost customer hours from 2016/17. An important part of this is the 65 per cent reduction in strike action since I became Mayor, which has had a huge impact on the performance levels of the Tube.

The reliability challenges over the last 18 months have been caused by several issues, many relating to the age of the Tube’s assets – some of which date back to 1863 such as parts of the Metline. The Tube operates with a variety of different signalling systems with some dating back to the 1950s. The differences in technology presents significant challenges in reliability.

TfL is investing £5.4 billion on the Four Lines modernisation programme to transform the Metropolitan, Circle, District and Hammersmith & City lines. These lines, which account for the majority of signal failures on the network, are being upgraded to computer based signalling.

Once complete, millions of passengers will benefit from more frequent and reliable services. The new signalling system will begin to operate on parts of the tube towards the end of 2018, with full completion by 2023. New automatic signalling will also be introduced on the Piccadilly, Central, Bakerloo and Waterloo & City lines as part of the Deep Tube Upgrade Programme. Passengers will start to see the benefits in the 2020s.

In addition to these programmes, this year TfL is installing over 7km of new modern track, and is continuing its refurbishment work on Bakerloo, Jubilee and Central lines. In the short term, to improve reliability on these lines, TfL has established a dedicated team to address and reduce signalling issues.

Immigration in London  
Question No: 2018/1163  
Andrew Dismore  
Are you concerned that the Government’s immigration policy is creating a hostile environment for migrant labour and adversely impacting London’s businesses ability to employ the skilled workers that they require?

Oral response
Developer Funded Transport
Question No: 2018/1196
Florence Eshalomi
Given the issues around additional costs to the Northern Line Extension at Battersea Power
Station, what are you doing to ensure that all developers pay their share for future transport
infrastructure?

Oral response

Tall buildings
Question No: 2018/0989
Andrew Boff
Should there be more controls on tall building developments in London?

Oral response

London is Open
Question No: 2018/1061
Susan Hall
You have been pushing the 'London is Open' campaign to show London is open for business.
How much did the 'London is Open' campaign cost in 2017?

Oral response

Welfare reform
Question No: 2018/1162
Andrew Dismore
What impact is the Government’s welfare reforms having on Londoners?

Oral response

Increase in food bank usage
Question No: 2018/1245
Fiona Twycross
Figures from the Trussell Trust show that in the past year, the number of Londoners accessing
food banks has increased by 21% compared to 1% the year prior to a record high number.
What are the contributing factors and what more can you do to tackle the issue?

Oral response
Signing off funding for estate demolition
Question No: 2018/0940
Sian Berry
What is your response to residents on estates who are concerned they will be denied a say on the demolition of their homes because you signed off funding for projects affecting them before your new ballots policy was announced?

Oral response

Energy Company Obligation
Question No: 2018/1148
Leonie Cooper
What conversations are you having with Government to ensure that London receives its fair share of Energy Company Obligation funding and other Government schemes to support fuel-poor households?

Oral response

President Trump’s Visit
Question No: 2018/1247
David Kurten
In the light of your comments about protests against President Trump when he visits London, how are you going to ensure the safety, security and well-being of the President, given your role as London’s Police and Crime Commissioner?

Oral response

Glass ceiling
Question No: 2018/1244
Fiona Twycross
The concept of the glass ceiling will be 40 years old next week. What is your strategy for improving opportunities for women seeking leadership roles in London?

Oral response
Support for a fully licensed energy supply company
Question No: 2018/0941
Caroline Russell
How many consultation responses did you receive to your draft Environment Strategy that supported a Mayoral fully licensed energy supply company, compared with the number that supported the ‘white label’ model that the draft strategy proposes?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

I will be publishing the results of the consultation on my London Environment Strategy when the final strategy is published following approval by the London Assembly.

Engine idling and Driver and Vehicle Licensing Agency (2)
Question No: 2018/0942
Caroline Russell
Thank you for your answer to my question 2018/0103. You said that your team will raise a proposal for the Driver and Vehicle Licensing Agency (DVLA) to issue reminders during the vehicle excise duty renewal process that engine idling is a traffic offence. Has this proposal been made and what was the outcome?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

Your suggestion has been raised by my officers as part of ongoing discussions and officers are awaiting feedback.

Proposed housing close to Cory Riverside Energy from Waste incinerator
Question No: 2018/0943
Caroline Russell
A number of constituents have raised health concerns about the close proximity of proposed new housing, as set out in the Belvedere Development Framework of Bexley Council’s growth strategy, to the existing Cory Riverside Energy from Waste incinerator. Given your responsibility for tackling air pollution and the potential detrimental health impacts of these proposals, how do you respond to their concerns?

The Mayor

Officers are drafting a response which will be sent shortly.
Solar on schools - draft solar action plan for London
Question No: 2018/0944
Caroline Russell
I welcome your support for more solar photovoltaics (PV) on public buildings, including schools, in your draft Solar Action Plan for London, and the funding that you have already allocated to schools through your London Community Energy Fund. However, available data (https://www.london.gov.uk/press-releases/assembly/schools-lacking-solar) indicates that only one in fifteen schools in London have taken advantage of solar PV. Will you therefore look at an additional objective supporting solar on schools in your final Solar Action Plan?

The Mayor

My Solar Action Plan already supports the installation of more solar panels throughout London including in schools where their installation offers additional educational benefits.

The first phase of my London Community Energy Fund is providing funding towards feasibility studies for solar panels on five schools in the Borough of Ealing, and also in the Borough of Kensington and Chelsea. Given the significant interest in the new fund, I increased the funding for the first phase to £150,000 to enable more projects.

Through my RE:FIT programme, I am also making schools more energy efficient and installing solar panels on their roofs where possible. Already, eight London schools have had solar panels installed through RE:FIT with a further 10 currently being reviewed for feasibility.

I am also aware there has been significant additional activity across some Boroughs since the Assembly study was undertaken in 2015. Merton for example has installed some 1.46MW of solar capacity across public buildings in recent years, much of which has been on schools.

Vision Zero Action Plan
Question No: 2018/0945
Caroline Russell
When will your Vision Zero Action Plan be published?

The Mayor

The Vision Zero Action Plan will be published in Summer 2018.
Healthy Streets and bus journey time reliability (2)
Question No: 2018/0946
Caroline Russell
At the London Assembly Transport Committee meeting on 1 March 2018, the Transport for London (TfL) Commissioner said: "I am disappointed to hear that sometimes people are using bus speeds as a reason for not providing decent pedestrian or indeed cycling provision at various locations." Do you agree and, if so, will we see safe, joined-up pedestrian and cycle routes taking priority where bus journey time reliability is also a consideration?

The Mayor

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

Written response from the Mayor received 23/05/2018

Well-designed improvements for walking and cycling should be complementary to the operation of the bus network. By applying the Healthy Streets Approach and prioritising active, sustainable and efficient modes of transport over private motorised vehicles, we can develop schemes that will benefit walking, cycling and buses.

Using the Healthy Streets Approach, the interface between walking, cycling and buses is now being considered at the start of work on new projects.

Bus driver toilets
Question No: 2018/0947
Caroline Russell
I welcome your commitment on 13 February 2018 to invest £6 million to ensure that all London bus drivers have access to a toilet on their routes for all hours of their working day. When will all London bus drivers have access to clean, safe and secure toilet facilities on their routes?

The Mayor

I was pleased to secure £6 million funding to put permanent toilets on 40 routes where drivers currently have limited access for part of the operating day. Transport for London is working to make these facilities available as soon as possible between now and 2020, with Unite helping to prioritise sites to help as many drivers as possible.
Online cycle counters
Question No: 2018/0948
Caroline Russell
Thank you for your response to my question 2017/0067. Will Transport for London (TfL) make information from live cycle counters available online?

The Mayor

TfL are working to try and resolve the technical issues that are currently prohibiting feeding this data through TfL’s network. Once resolved, and if it is possible TfL will either provide this on its website, or through open data.

Waterloo roundabout
Question No: 2018/0949
Caroline Russell
A constituent has contacted me about the new design for the Waterloo roundabout, concerned that the cycling provision on a shared carriageway is not safe or inclusive. How do you respond to their concerns and have you carried out a Healthy Streets assessment for the scheme? If so, what was the score?

The Mayor

Officers are drafting a response which will be sent shortly.
Step-free access on the London Underground (1)

Question No: 2018/0950

Caroline Russell

Clapham North underground station is listed as suitable for step-free interchange in the March 2018 Step-free Tube Guide. How was this decided and what criteria do Transport for London (TfL) use to deem a station step-free?

The Mayor

Clapham North is not step-free between street and platform level. In the March 2018 edition of TfL’s Step-free Tube Guide, Clapham North station is illustrated with a black circle which indicates that customers can change between northbound and southbound services of the Northern line at this station, but access in and out of the station is not possible without using stairs and/or escalators. The key of the map provides further details http://content.tfl.gov.uk/step-free-tube-guide-map.pdf

MO 2018/0951 includes details of step and gap requirements for step-free access at platform level.

I am committed to increasing the amount of fully step-free stations (between street and platform) across the network to make the Tube more accessible. In December 2016 I announced a £200m programme to provide step-free access at a further 30 stations over the next five years. The first station to benefit from this fund is Buckhurst Hill, making it the 74th step-free station on the Underground.
Step-free access on the London Underground (2)
Question No: 2018/0951
Caroline Russell
What is the maximum vertical gap allowed between a London Underground train and the platform for Transport for London (TfL) to deem a station step-free?

The Mayor

The size of step and gap between the train and platform is a legal requirement set under the Rail Vehicle Accessibility Regulations. These regulations state that a horizontal gap can be no bigger than 75mm and the vertical step can be no bigger than 50mm. A station cannot be 'step free' without meeting these requirements.

At some stations physical structures such as a curved platform or the design of the doors (such as on the Central line) mean that additional interventions are needed to meet the requirements. Transport for London (TfL) uses a variety of methods to achieve this, including physical modifications to the platform such as platform raised sections, often referred to as 'humps', or by use of manual boarding ramps. TfL works closely with the Department for Transport to ensure that legal obligations are met and manual boarding ramps are a widely accepted solution.

Information on the size of steps, gaps and locations that use manual boarding ramps is available to aid customers planning their journeys in TfL’s Step-free Tube Guide:


Step-free access on the London Underground (3)
Question No: 2018/0952
Caroline Russell
How often are Transport for London (TfL) online maps updated and how quickly are changes made when accessibility of stations changes due to works or improvements?

The Mayor

Transport for London (TfL) keeps the accuracy of its online maps and Journey Planner under continuous review. Pre-planned works are reflected up to six months in advance and unplanned changes usually made within 36 hours.

In addition, travel information is communicated in real-time on the TfL website, through customer emails, social media feeds and announcements and notices on the network.

TfL also provides more than 80 free data feeds - such as timetables, service status and disruption information - to over 13,000 developers enabling partners to bring new products and services to market more quickly, and extend the reach of TfL’s own information channels.
Step-free access on the London Underground (4)

Question No: 2018/0953

Caroline Russell

Will Transport for London (TfL) consider indicating which London Underground stations have step-free access in one direction only, for example Borough underground station, which is fully step-free street to train northbound only, on standard tube maps?

The Mayor

The TfL Step-free Tube guide, which is available at stations and online, contains full information about step-free access at stations, including the accessibility of individual platforms. While this would be too much information to be able to include in the standard Tube map, TfL will keep this under review and will continue to look for ways to present this information in an accessible way.

Step-free access on the London Underground (5)

Question No: 2018/0954

Caroline Russell

The March 2018 Step-free Tube Guide publication mentions that you can change between different northbound services at Kennington Station. Will Transport for London (TfL) amend this guide to indicate that you can also change step-free between different southbound services?

The Mayor

Yes, Transport for London has confirmed that the May 2018 Step-free Tube Guide will include this update.
Financial health of young people survey (1)
Question No: 2018/0955
Caroline Russell

I was very pleased to read your response to recommendation four of the London Assembly Economy Committee report, Short changed: the financial health of Londoners, which was published in January 2018. You mentioned that City Hall will shortly be conducting a survey of young Londoners aged 16-17 to better understand over-indebtedness amongst millennials. Given the devolution of the Adult Education budget to the GLA, do you think you should widen this survey to young people up to the age of 25?

The Mayor

City Hall has already conducted a survey with Londoners aged 16+ to provide a quantitative assessment of financial inclusion for young Londoners. The survey primarily focused on responses from those aged 16-24.

The survey has helped to inform my assessment of the financial health and financial education of young Londoners. I am considering hosting a summit later this year to address these issues and define how City Hall is best placed to help improve the financial health and financial education of young Londoners.

Results of this survey will be published on 6th June 2018 on the London datastore. https://data.london.gov.uk/

Financial health of young people survey (2)
Question No: 2018/0956
Caroline Russell

I was very pleased to read your response to recommendation four of the London Assembly Economy Committee report, Short changed: the financial health of Londoners, which was published in January 2018. You mentioned that City Hall will shortly be conducting a survey of young Londoners aged 16-17 to better understand over-indebtedness among millennials. What action do you plan to take following this survey?

The Mayor

Please see my response to MQ 2018/0955.
Financial health of young people survey (3)
Question No: 2018/0957
Caroline Russell
I was very pleased to read your response to recommendation four of the London Assembly Economy Committee report, Short changed: the financial health of Londoners, which was published in January 2018. You mentioned that City Hall will shortly be conducting a survey of young Londoners aged 16-17 to better understand over-indebtedness among millennials. Will you publish the findings of this survey?

The Mayor

Please see my response to MQ 2018/0955

National Sports Centre consultation (6)
Question No: 2018/0958
Caroline Russell
In answer to my question 2018/0392 you said: "My Regeneration Team have been working closely with the CPSP [Crystal Palace Sports Partnership] to identify some of the evidence gaps in the previous study and to build a more detailed feasibility and options appraisal." I understand that one of the key gaps that was identified was the value of primary and secondary school use of this unique multi-sport and education campus. Could you a) list the schools that were individually contacted as part of this sporting needs review of current and latent usage, b) list which schools responded and provided evidence to the appointed consultants, and c) tell me which of these primary and secondary schools brought in the greatest revenue to the National Sports Centre (NSC)?

The Mayor

The feasibility work on the NSC is a phased programme of work that began earlier this year. The first phase has focussed on gathering views on facility requirements from key sporting stakeholders, such as clubs, sports governing bodies and users of the centre. Engagement with individual schools was outside the scope of this phase of work, but engagement with bodies such as the London Schools Swimming Association has shown that they are very supportive of the NSC as a venue for meeting schools’ National Curriculum learn to swim requirements.

As the work progresses, there will be further engagement and consultation opportunities for more stakeholder groups. This will include a more detailed review of school and educational use of the sports facilities.
National Sports Centre consultation (7)
Question No: 2018/0959
Caroline Russell

The National Sports Centre (NSC) is a unique cross-border multi-sport and education campus with on-site classrooms, that makes it ideal for midweek daytime sports teaching. What are you doing to realise the unique benefits of this education and sports facility?

The Mayor

I am committed to ensuring that the Crystal Palace NSC has a long term and sustainable future as a multi-sport venue. Feasibility work for the NSC to date has focussed on a sports facility needs assessment but will soon progress to more detailed feasibility and options appraisal. Understanding the requirements and opportunities for a range of sporting and other complementary uses will form part of the upcoming work.

Volleyball clubs - National Sports Centre
Question No: 2018/0960
Caroline Russell

The Little Giants volleyball club have informed me that the Crystal Palace National Sports Centre (NSC) is the only facility in south London with multiple volleyball courts that have public access. Can you reassure Little Giants volleyball club and several other volleyball clubs that their requirements are being considered in your consultation/review and the multi-use sports hall they use will not be lost?

The Mayor

The Crystal Palace NSC is home to a range of sports, offering participation opportunities for all abilities. I want to ensure that it has a long-term and sustainable future as a multi-sport venue. The ongoing feasibility work has been reviewing what facilities are required for the NSC to best support this vision. As part of this, a sporting facility needs assessment is underway, which has involved gathering views from key sporting stakeholders, including clubs, users of the centre and sports governing bodies, such as Volleyball England.

Early findings show that the multi-use sports hall should be retained for the use of clubs and other centre users.

Technical consultation on ballots for estates
Question No: 2018/0961
Sian Berry

How many responses were received to your technical consultation on ballots for residents of estates facing regeneration? Please break down the number of responses by a) councils, b) members of the public, c) other organisations and campaigns, and please list which councils sent in responses.

The Mayor

Officers are drafting a response which will be sent shortly.
**Signing off funding for estate demolition**

*Question No: 2018/0962*

*Sian Berry*

For each scheme signed off between 25 March 2013 and 31 January 2018 listed in your response to MGLA060218-2820 could you a) provide the tenure split of affordable homes being funded, and b) how much grant funding is going to each?

*The Mayor*

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

**Operation Surge (1)**

*Question No: 2018/0963*

*Sian Berry*

What objectives were achieved during Operation Surge that was conducted by the Metropolitan Police Service on 23 March 2018 in Haringey? How is its success being measured?

*The Mayor*

Operation Surge is a local initiative trialled in Haringey borough. It has been run twice, on the 23rd March and 4th May 2018. Another three operations are planned over the summer.

The Met data indicates that levels of reported crime reduced in comparison to a typical Friday during this trial.

**Operation Surge (2)**

*Question No: 2018/0964*

*Sian Berry*

How many times has the Metropolitan Police used Operation Surge in the last 12 months, and in which London boroughs?

*The Mayor*

Please see my response to MQ 2018/0963
Gangs Matrix data
Question No: 2018/0965
Sian Berry
How many names are stored on the Trident Violent Gangs Matrix? Could you provide a breakdown by age, borough, and ethnicity of the victims and perpetrators?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

There are 3362 individuals on the Met Gangs Matrix as of May 2018; 46% are either in custody or have judicial restrictions in place.

Of those currently on the matrix 99% are male, 89% BAME and 15% under 18.

Firearms officers and 2018 shootings
Question No: 2018/0966
Sian Berry
Were the Metropolitan Police firearms officers involved in the two police shootings that occurred this year in east London equipped with body worn video (BWV) and, if so, has all the BWV footage been passed to the Independent Office for Police Conduct for examination?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

It would not be appropriate for the MPS to comment on an ongoing investigation carried out by another organisation.

Body Worn Video and Firearm officers
Question No: 2018/0967
Sian Berry
Are all Metropolitan Police officers who carry a firearm now equipped with body worn video (BWV)?

The Mayor

All MPS Authorised Firearms Officers (AFOs) who deploy in an overt, uniform role are equipped with body worn video (BWV).

The MPS is currently trialing BWV for covert and plain clothes AFOs.
Covert body worn video

Question No: 2018/0968

Sian Berry

Is the Metropolitan Police Service developing the capacity for covert officers to be equipped with a covert body worn video (BWV) camera?

The Mayor

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

Written response from the Mayor received 23/05/2018

There are three Body Worn Video systems currently being trialed by SCO19 Specialist Firearms Command to capture the actions of both subjects and firearms officers deployed on covert firearms operations.

Body worn video footage retained beyond 31 days (2)

Question No: 2018/0969

Sian Berry

To date, what proportion of the Metropolitan Police Service’s body worn video (BWV) footage recorded has been flagged for retention beyond 31 days?

The Mayor

To date 34% of the Metropolitan Police Service’s body worn video (BWV) footage has been flagged for retention beyond 31 days. This figure includes all footage flagged for retention from the Body Worn Video pilot.

Body worn video footage retained beyond 31 days (3)

Question No: 2018/0970

Sian Berry

What proportion of the Metropolitan Police Service’s body worn video camera (BWV) footage that has been flagged for retention beyond 31 days has now been deleted because it is no longer needed as evidence?

The Mayor

BWV footage categorised as evidence is automatically retained according to Metropolitan Police Records Management Policy, which is in line with the Management of Police Information Standards. The majority of which will be automatically deleted after 7 years from date of recording. Metropolitan Police Service’s policy states that officers should, when the footage is no longer required, re-categorise the footage so the footage will be deleted from the system. The system does not record the proportion that has been manually re-categorised and now deleted because it is no longer needed as evidence.
Stop and Search section 60 (1)
Question No: 2018/0971
Sian Berry
How many times has a Section 60 PACE order been issued by the Metropolitan Police Service in each London Borough? Please give the data for each month from January to April 2018.

The Mayor

Officers are drafting a response which will be sent shortly.

Stop and Search section 60 (2)
Question No: 2018/0972
Sian Berry
Could you provide a list of all dates and times since 1 January 2011 during which a Section 60 PACE order issued by the Metropolitan Police has covered the area of a whole borough? Please also provide the borough name in each case.

The Mayor

Officers are drafting a response which will be sent shortly.

Cat Killer police investigation
Question No: 2018/0973
Sian Berry
How many people have been arrested, cautioned or charged by the Metropolitan Police Service in relation to the serial cat murders in south London, particularly in Croydon?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

Operation TAKAHE was set up in November 2015 to investigate the series of cat mutilation offences in South London. The MPS Operation is multi-agency, with the RSPCA, NCA, Veterinary Pathologists, other county forces and includes SNARL (South Norwood Animal Rescue).

To date, no one has been arrested, charged or cautioned by, or on behalf of, the Metropolitan Police Service in relation to Operation TAKAHE, however, the number of offences under investigation is currently over 300 and the MPS remains committed to solving this series of crimes.
Homicide and Major Crime Command
Question No: 2018/0974
Sian Berry
How many officers are currently in the Homicide and Major Crime Command? Could you provide a breakdown of the different ranking officers. How many cases are currently being investigated by this command?

The Mayor

There are currently 722 personnel in the Homicide and Major Crime Command (SCO1). A breakdown of staff, officers and ranks is provided in the table below:

<table>
<thead>
<tr>
<th>Senior Leadership Team</th>
<th>7</th>
</tr>
</thead>
<tbody>
<tr>
<td>Detective Chief Inspector</td>
<td>20</td>
</tr>
<tr>
<td>Detective Inspector</td>
<td>34</td>
</tr>
<tr>
<td>Detective Sergeant</td>
<td>92</td>
</tr>
<tr>
<td>Detective Constable</td>
<td>344</td>
</tr>
<tr>
<td>Police Constable</td>
<td>43</td>
</tr>
<tr>
<td>Staff</td>
<td>182</td>
</tr>
<tr>
<td>Total</td>
<td>722</td>
</tr>
</tbody>
</table>

SCO1 are currently running 577 homicide investigations. This includes 61 unsolved cases and 205 cases awaiting to be closed or presented to the Command Closure Panel.

Potential President Trump state (2)
Question No: 2018/0975
Sian Berry
Thank you for your response to my question 2017/2111. Now that it is confirmed that President Trump will visit London in July 2018, could you provide any estimate you have made of the potential cost to London of policing this visit?

The Mayor

The policing and security plan is currently being developed. However, as the detailed itinerary for the visit remains unconfirmed, it is not possible to comment on the likely cost at this stage.
Potential President Trump state (3)

Question No: 2018/0976

Sian Berry

Now that it is confirmed that President Trump will visit London in July 2018, approximately how many officers would you need to extract from local policing to support this visit?

The Mayor

The policing and security plan is currently being developed. However, as the detailed itinerary for the visit remains unconfirmed, it is not possible to comment on the likely total policing requirement at this stage.

Body worn video footage and whistleblowing

Question No: 2018/0977

Sian Berry

In the London Policing Ethics Panel report on body worn video (BWV), published in January 2016, one of the conclusions was: “there is no doubt that BWV has the potential to help uncover habitual or repeated unacceptable behaviour by officers: this should encourage appropriate whistle-blowing.” In how many whistleblowing cases has BWV footage been used in evidence, and what was the outcome of those cases?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

The MPS has a designated senior officer within the Directorate of Professional Standards (DPS) who leads on whistle-blowing matters.

In 2015 whistle-blowing policy was reviewed and this resulted in The Policing and Crime Act 2017 which introduced a new power for the Independent Office for Police Conduct (IOPC) to investigate concerns raised by police whistle-blowers. It also enables further provision to be made by regulations to protect the identity of the whistle-blower.

Since 2015 there have been no whistle-blowing referrals which relate to, or have emanated from, BWV. However, BWV can provide invaluable objective documentation of an incident, and in the circumstances where clear BWV evidence is identified that indicates that a criminal offence may have been committed or a disciplinary matter may have occurred, a misconduct or criminal investigation will follow.
**Number of Roads and Transport Policing Command officers**

*Question No: 2018/0978*

*Sian Berry*

How many Roads and Transport Policing Command officers currently work full-time on traffic law enforcement and collision investigation?

*The Mayor*

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

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**Forensic Collision Investigators**

*Question No: 2018/0979*

*Sian Berry*

How many Metropolitan Police Service Forensic Collision Investigators are currently assigned to the Serious Collision Investigation unit? How many vacant posts are there?

*The Mayor*

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

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**Written response from the Mayor received 23/05/2018**

The Metropolitan Police currently has a total of 38 Forensic collision investigators assigned to the Serious Collision Investigation Unit.

There are 32 Forensic Collision Investigators and 6 Senior Forensic Collision Investigators. There are currently no vacant posts.

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**Non-fatal collisions investigated by Forensic Collision Investigators**

*Question No: 2018/0980*

*Sian Berry*

How many non-fatal collisions were investigated by Metropolitan Police Service Forensic Collision Investigators in 2016 and 2017?

*The Mayor*

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

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**Written response from the Mayor received 23/05/2018**

The Serious Collision Investigation Unit investigated 174 non-fatal collisions in 2016 and 163 in 2017.
Budget of the Serious Collision Investigation unit
Question No: 2018/0981
Sian Berry
What is the current budget of the Serious Collision Investigation unit in the Metropolitan Police Service?

The Mayor

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

Written response from the Mayor received 23/05/2018

The current budget is £8.66 million.

Evaluation of the Serious Collision Investigation unit
Question No: 2018/0982
Sian Berry
How is the work of the Serious Collision Investigation unit in the Metropolitan Police Service evaluated?

The Mayor

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

Written response from the Mayor received 23/05/2018

The MPS has a robust evaluation process of all scene work as well as for any reports provided by the Forensic Collision Investigator's (FCI's) to courts or third parties.

Whenever an FCI is deployed to a scene, their work is evaluated by a Senior Forensic Collision Investigator as part of the peer review process to ensure the scene was correctly processed against expected standards.

Where a report is requested following a deployment, there are additional processes that are followed plus reviews, including a final review of the completed report and any associated documents.

Forensic Collision Investigators (FCI) within the MPS are required to hold a minimum qualification of UCPD (University Certificate in Professional Development) in Forensic Collision Investigation from De Montfort University. Those that had the earlier qualification of City & Guilds Accident Investigation have undertaken additional modules to bring them to this level.
Collision investigation training
Question No: 2018/0983
Sian Berry
How much time is allocated to collision investigation in basic Metropolitan Police training?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

Officers are required to have the Certificate in Knowledge of Policing (CKP) prior to joining the Metropolitan Police which covers, amongst other things, section 170 of the Road Traffic Act, which deals with road-related incidents.

The MPS also runs a one day foundation course looking at scene management supported by a further days training. Once officers have been posted to Boroughs, their ongoing development in this area continues, and is subject to assessment by a supervising officer.

Drone footage and road collision investigation
Question No: 2018/0984
Sian Berry
How has the ability to capture the scene of a road collision incident using drone footage impacted the way Metropolitan police officers conduct their investigation? How is this impact being evaluated?

The Mayor

Officers are drafting a response which will be sent shortly.
**Victims of road traffic crime (2)**

**Question No: 2018/0985**  
Sian Berry

Thank you for your response to my question 2016/3095. How many people were killed and injured by law-breaking drivers in 2016 and 2017 in London? Is this data being made publicly available?

The Mayor

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

**Written response from the Mayor received 23/05/2018**

The Metropolitan Police shares collision statistical data with Transport for London, this published data can be located by the following link:


**Recording judicial outcomes**

**Question No: 2018/0986**  
Sian Berry

Why are judicial outcomes able to be reported for crime investigation under the Metropolitan Police Service Case Overview and Preparation Assistance (COPA), but judicial outcomes for collision investigations are not able to be reported under COPA Traffic (COPAT)?

The Mayor

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

**Written response from the Mayor received 23/05/2018**

The MPS did implement the COPA Traffic for collisions from 1st November 2016, but functionality relating to the recording of the full range of case disposal options was not available until April 2017. The ability to provide the full range of management information reporting was also delayed. This was due to technical issues. However, I can confirm that collision outcome data has been available for all collisions reported in the MPS since June 2017.
Chief Superintendent of the Roads and Transport Policing Command  
Question No: 2018/0987
Sian Berry
When is the new Chief Superintendent of the Roads and Transport Policing Command (RTPC) expected to be in post?

The Mayor

_officers are drafting a response which will be sent shortly._

Written response from the Mayor received 23/05/2018

The temporary Chief Superintendent took up the post on 3rd April 2018 and they have now been confirmed in the post.

Road Transport and Policing command key performance indicators  
Question No: 2018/0988
Sian Berry
When will the new Special Services Agreement key performance indicators agreed by the Roads and Transport Policing Command, Transport for London (TfL), and MOPAC be made publicly available?

The Mayor

_officers are drafting a response which will be sent shortly._

Written response from the Mayor received 23/05/2018

As part of the Vision Zero commitments the Roads and Transport Policing Command, (RTPC) and Transport for London (TfL) are reviewing the performance framework for road danger reduction activity undertaken by the MPS with the aim of publicising key performance indicators in the summer.

Affordable homes (1)  
Question No: 2018/0990
Andrew Boff
How many GLA-funded affordable homes were started in the month of March 2018?

The Mayor

_officers are drafting a response which will be sent shortly._
Affordable homes (2)
Question No: 2018/0991
Andrew Boff
Could you please provide a breakdown by scheme of GLA-funded affordable homes started in the month of March 2018?

The Mayor

Officers are drafting a response which will be sent shortly.

Affordable homes (3)
Question No: 2018/0992
Andrew Boff
What is the definition and criteria for a 'start on site', for the purposes of the GLA Affordable Housing Programme Outturn?

The Mayor

Officers are drafting a response which will be sent shortly.

Affordable homes (4)
Question No: 2018/0993
Andrew Boff
How many GLA-funded affordable homes do you expect to be started in each of the next three financial years?

The Mayor

Officers are drafting a response which will be sent shortly.

Affordable homes (5)
Question No: 2018/0994
Andrew Boff
When do you expect the additional 27,000 affordable homes, announced in the Spring Statement, to be allocated by the GLA and started on site?

The Mayor

 Officers are drafting a response which will be sent shortly.
Affordable homes (6)
Question No: 2018/0995
Andrew Boff
Of the GLA-funded affordable homes started in the year 2017/18, how many respectively are: 1 bedroom; 2 bedroom; 3 bedroom; and 4+ bedroom?

The Mayor

Officers are drafting a response which will be sent shortly.

Affordable homes (7)
Question No: 2018/0996
Andrew Boff
Of the GLA-funded affordable homes started in the month of March 2018, how many respectively are: 1 bedroom; 2 bedroom; 3 bedroom; and 4+ bedroom?

The Mayor

Officers are drafting a response which will be sent shortly.

Affordable homes (8)
Question No: 2018/0997
Andrew Boff
How many GLA-funded affordable homes started in the year 2017/18 will have their own gardens?

The Mayor

Officers are drafting a response which will be sent shortly.

Affordable homes (9)
Question No: 2018/0998
Andrew Boff
How many GLA-funded affordable homes started in the month of March 2018 will have their own gardens?

The Mayor

Officers are drafting a response which will be sent shortly.
Affordable homes (10)
Question No: 2018/0999
Andrew Boff
How many GLA-funded affordable homes started in the year 2017/18 are within tall buildings of 10 storeys or higher?

The Mayor

Officers are drafting a response which will be sent shortly.

Affordable homes (11)
Question No: 2018/1000
Andrew Boff
How many GLA-funded affordable homes started in the month of March 2018 are within tall buildings of 10 storeys or higher?

The Mayor

Officers are drafting a response which will be sent shortly.

DBS Checks (1)
Question No: 2018/1001
Andrew Boff
Why is there only one provider of criminal background checks to TfL?

The Mayor

The Disclosure and Barring Service (DBS) is solely responsible for processing criminal record checks and issuing a DBS certificate. The police provide information to the DBS as part of the process.

TfL only accepts criminal background checks from GB Group for taxi and private hire drivers as it has done since 2011. It uses only one service provider in order to have the assurance that the required standards are being maintained.

DBS Checks (2)
Question No: 2018/1002
Andrew Boff
Will you authorise TfL to have more than one provider of criminal background checks to TfL?

The Mayor

It is an operational matter for TfL to decide how to arrange criminal background checks for those applying for a licence to drive a taxi or private hire vehicle. Please also see my response to MQ 2018/1001.
DBS Checks (3)
Question No: 2018/1003
Andrew Boff
When did TfL decide that it would have one exclusive provider of criminal background checks?

The Mayor

GB Group was awarded a contract to provide criminal background checks by TfL in 2011 for an initial four years, following a competitive procurement process.

This contract has since been extended for the maximum term and runs until 27 November 2018. TfL is currently finalising its procurement strategy for a new single service provider.

DBS Checks (4)
Question No: 2018/1004
Andrew Boff
When did TfL publish its decision to have one exclusive provider of criminal background checks?

The Mayor

TfL awarded the contract for the provision of criminal background checks to GB Group in 2011.

DBS Checks (5)
Question No: 2018/1005
Andrew Boff
When did TfL inform licenced operators of its decision to have one exclusive provider of criminal background checks?

The Mayor

Please see my response to MQ 2018/1004.

Disclosure and Barring Service checks form part of an application for a London private hire vehicle driver’s licence. TfL would not ordinarily inform private hire operators of changes to the application process for private hire drivers.

Please also see my answer to MQ 2018/1001.
**DBS Checks (6)**

**Question No: 2018/1006**

Andrew Boff

When was the contract for background checks awarded to GBG?

The Mayor

Please see my answer to MQ 2018/1004.

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**Election crimes**

**Question No: 2018/1008**

Keith Prince

Please can you provide the number of crimes reported involving the local elections? Please provide breakdowns of the offence type and the number of reports for each Borough.

The Mayor

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

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**Beam Park**

**Question No: 2018/1009**

Keith Prince

Do you believe that provision of a Thames crossing between Rainham and Belvedere is essential to future development of the Beam Park site (in Havering and Barking & Dagenham), in order to mitigate congestion and air quality issues that may arise from such a development?

The Mayor

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

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**Written response from the Mayor received 23/05/2018**

GLA and Transport for London officers are currently assessing the planning application for Beam Park in detail and will consider this issue fully.
Company Names and Registration Numbers of Contracted TfL Bus Operators

Question No: 2018/1011

Keith Prince

In your answer to Question 2017/4470, you stated “there are 20 bus operators providing contracted route services to TfL in London.”

Please provide me with the full company name, company registration number, date of contract, term of contract, and name and Company registration Number of TfL entity with which these companies are contracted to provide routes services to TfL.

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

The two accompanying tables (Appendix A - Operators Route Contracts and Appendix B - Operators Company Numbers) provide the details Transport for London holds in relation to this question. Bus route contracts are usually for five year terms, with a two-year extension, but can be for shorter durations. The contract data is a snapshot taken at the start of May.

Safety Management Systems of Bus Operators

Question No: 2018/1012

Keith Prince

In answer to Question 2018/0168, you refused to publish Transport for London’s contract performance audits providing the reasons that (a) “they contain some non-safety related information which is confidential and commercially sensitive” and (b) “publishing these would give competitors an insight into how to bid tactically in the competitive route tendering process.” Since I assume TfL’s audits of each of their Bus Company’s safety performance is neither “confidential or commercially sensitive” nor does it “give competitors insight into how to bid tactically”, please provide me with the sections of each of these TfL contract performance audits which specifically address Bus safety performance.

The Mayor

Transport for London’s (TfL) regular assurance of bus operator safety standards feeds into its new Safety Performance Index. TfL hopes to publish the network-wide score by this summer, and will work with interested parties to develop a way of publishing this information that does not compromise commercially-sensitive information and still encourages full and frank disclosure of safety issues by bus operators.
Providing Bus Company Managing Director Contact Details on TfL's "Who Runs Your Bus?" Page

Question No: 2018/1013

Keith Prince

In your response to Question 2017/4233 you stated "The bus companies provide contact details for customers so they can handle their queries promptly and refer them to the person best placed to provide a response" and "TfL has no objection to the operators publishing the contact details of Managing Directors (MDs) and Chief Executive Officers (CEOs)“. Will you now instruct TfL to publish each Bus Company Managing Director's name, direct contact email and telephone number on its "Who Runs Your Bus?" page?

The Mayor

It is a decision for the companies how much executive contact data they publish in the public domain. Transport for London provides the companies' main details for transparency. TfL cannot publish contact details for managing directors and chief executive officers without their consent.

Terrorism Training for London Bus Drivers

Question No: 2018/1014

Keith Prince

Your response to Question 2017/4241 indicates that there is no specific terrorism training provided to TfL Bus Drivers or Control Room Operators. Given last year's terrorist attacks and the fact that the only fatality involving a 3rd Party Vehicle consisted of a TfL Bus striking a pedestrian during the Westminster Bridge Attack, will you instruct TfL to train its Bus Drivers and Controllers on how to recognise and react during a terrorist incident?

The Mayor

Officers are drafting a response which will be sent shortly.
2017 Bus Fatalities
Question No: 2018/1015
Keith Prince
An analysis of 2017’s Bus Fatality Data found on TfL’s website shows 12 Fatal Incidents involving TfL Buses: 7 pedestrians and 1 motorcyclist died from Collisions, 2 passengers died from falls and 1 passenger from an assault. Since the only fatality involving a 3rd Party Vehicle during 2017’s terrorist attacks involved a TfL Bus striking a pedestrian during the Westminster Bridge Attack, why was that incident not included on TfL’s data?

The Mayor

The fatality involving a bus on Westminster Bridge during the 2017 terrorism attack was recorded by the Metropolitan Police as part of the terrorist attack rather than as a road traffic collision and was not entered into its STATS19 database.

In line with past terrorist attacks on its network, Transport for London has also excluded this death from its bus safety analysis. However, to ensure complete transparency, it was included on the first page of the Bus Safety Dashboard report for quarter 1 2017.

Bus Fatalities and Vision Zero
Question No: 2018/1016
Keith Prince
Depending on how you interpret TfL’s Data, London saw 12 or 13 people die from Bus Safety Incidents in 2017, up 1 or 2 from 2016. With reference to my Question 2017/2725, do you agree that last year’s fatality statistics combined with TfL’s own Health and Safety Executive (HSE) data, which shows a steady increase in Bus Collisions and Injuries since 2014, suggests that your modest Vision Zero goal of Zero Deaths from Buses by 2030 will not be achieved under your leadership?

The Mayor

No, I do not agree. Vision Zero is highly ambitious, as is the target of zero deaths on or by a bus by 2030. Transport for London (TfL) and I are fully committed to meeting these targets.

TfL’s Bus Safety Programme, which was launched in 2016, is delivering real improvements. Intelligent Speed Assistance is now being rolled out on buses and other initiatives including the Bus Safety Standard and new bus driver training are fully underway.

We expect to see the effect of these initiatives reflected in future bus safety data.
Heathrow By-laws
Question No: 2018/1017
Keith Prince
Taxi drivers have raised concerns with me that they may be in breach of Heathrow Airport by-laws by accepting app hirings other than on authorised standings. Will the Mayor clarify the position?

The Mayor

Whether a vehicle is plying for hire either on-street or via an app depends on the individual facts, and I suggest any individual driver who has questions on this contacts Transport for London directly.

As you will be aware, through my Taxi and Private Hire Action Plan, I am lobbying the Government for statutory definitions for plying for hire and pre-booked services so as to remove ambiguity and clearly define the difference between taxi and private hire services.

Taxi Cost Index
Question No: 2018/1018
Keith Prince
With the increasing use of taxi booking platforms by drivers reaching dependency, will the Mayor consider factoring driver commission into the Taxi Cost Index?

The Mayor

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

Written response from the Mayor received 23/05/2018

Transport for London (TfL) does not licence or regulate taxi apps or radio circuits; however TfL already takes into account these platforms as a part of its annual review of the Taxi Cost Index.

TfL undertakes a public consultation on taxi fares and tariffs, which includes the Cost Index, annually and will take all suggestions and views into consideration.

In addition, TfL is currently undertaking a wide-ranging review of taxi fares and tariffs to incorporate changes in the industry. For example, consideration is being given to new zero emission capable vehicles entering the market and the use of apps to carry out hirings.
The Knowledge
Question No: 2018/1019
Keith Prince
Will TfL’s Taxi and Private Hire directorate be advertising the role vacated by the retiring Knowledge of London examiner Ma’am Gerald?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

Transport for London’s (TfL) Taxi and Private Hire department is responsible for its own resources and will decide whether an additional examiner is required. Should TfL look to recruit a new Knowledge of London examiner, it will be advertised on https://tfl.gov.uk/corporate/careers.

Wheelchair accessible PHVs
Question No: 2018/1020
Keith Prince
What is the ratio between Wheelchair accessible TFL licensed private hire vehicles and the current population of London?

The Mayor

There are currently 552 licensed private hire vehicles that have been designated as wheelchair accessible.

According to the Office of National Statistics, the most recent estimate (mid 2016) of the Capital’s population was 8.8m. [Source: https://data.london.gov.uk/dataset/ons-mid-year-population-estimates-custom-age-tables]. This means there is one vehicle per 15,942 people.

As you will be aware, all taxis licensed in London are wheelchair accessible. As private hire vehicles have to be booked in advance, a customer is able to request an accessible vehicle from an operator and the operator can, in turn, seek to provide an appropriate vehicle.
City Hall Disabled Parking (1)
Question No: 2018/1021
Keith Prince
How many disabled parking spaces are there in the City Hall car park and how does this compare to the number of spaces available 1, 2, 3, 4 and 5 years ago?

The Mayor

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

Written response from the Mayor received 23/05/2018

City Hall only has 4 parking bays. Primarily these bays are used for disabled parking, however, sometimes these are required to support the operation of the Authority.

The number of bays has remained unchanged over the last 5 years.

City Hall Disabled Parking (2)
Question No: 2018/1022
Keith Prince
Do you think it is acceptable for there to be no available disabled spaces for visitors to City Hall at 6:30pm on a Friday evening?

The Mayor

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

Written response from the Mayor received 23/05/2018

City Hall was designed to be accessible by public transport. Therefore, parking space is very limited and due to access restrictions spaces do need to be booked in advance. Whilst the Loading Bay team will endeavour where possible to provide disabled parking, they are often already booked out.

Alternatively, set down is also possible for disabled visitors at the Weavers Lane turning circle.
City Hall Disabled Parking (3)
Question No: 2018/1023
Keith Prince
Why are there two cars, which are clearly not displaying disabled badges, frequently parked in two of the disabled bays in City Hall thus denying genuine disabled drivers from parking?

The Mayor

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

Written response from the Mayor received 23/05/2018

Primarily the parking bays are used for disabled parking, however, sometimes these are required to support the operation of the Authority. Due to the access restriction parking always has to be pre-booked.

The two vehicles referenced are used to support the operation of the Authority.

Spare Docking Stations (1)
Question No: 2018/1024
Keith Prince
Why are Londoners increasingly finding a lack of spare docking stations for Santander cycles?

The Mayor

Rebalancing the availability of cycles on the Santander Cycles scheme is a challenge which Transport for London (TfL) works hard on every day.

TfL prioritises the clusters of stations where it anticipates the highest number of journeys ending. Typically this will be in the City on weekdays, while on the weekends this is close to our central parks.

Since the start of the scheme’s new distribution and maintenance contract in August 2017, the busiest docking station clusters have had spaces to dock and bikes to hire 98.9 per cent of the time (compared to the target 95 per cent), with the remaining stations at 91.7 per cent (compared to the target 86%).

This summer, we will launch a new six-month trial in the City to significantly increase capacity at two docking stations at peak times. Capacity at Queen Street docking station will treble and capacity at the Museum of London station will double.

Staff on site will remove recently docked bikes and stack them in an agreed area nearby where they will be securely locked and remain there throughout the day. Staff will then unlock and replace bikes as docks become free in the afternoon City hiring peak.

TfL would be happy to review any specific locations where there are concerns about availability.
Spare Docking Stations (2)
Question No: 2018/1025
Keith Prince
Please provide me with a monthly breakdown over the last 2 years of how frequently Santander Cycle users are unable to dock their bike at their preferred docking station.

The Mayor

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

Out of court disposals
Question No: 2018/1026
Shaun Bailey
For the years 2015, 2016 and 2017, how many knife crime incidents were dealt with by means of an out of court disposal? Please provide a breakdown of the type of disposal.

The Mayor

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

Vetting 1
Question No: 2018/1027
Shaun Bailey
For the years 2015, 2016 and 2017, please can you provide the number of police officer applicants who had vetting, broken down by ethnicity?

The Mayor

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

Vetting 2
Question No: 2018/1028
Shaun Bailey
For the years 2015, 2016 and 2017, please can you provide the number of police officer applicants who failed vetting, broken down by reason for failure and ethnicity?

The Mayor

*Officers are drafting a response which will be sent shortly.*
The T-Charge is part of Transport for London’s commitment to help clean up London’s dangerously polluted air. The predicted income from this is £3.8m in 2018/19. From April 2019, the introduction of my new Ultra-Low Emissions Zone will replace the existing T-Charge.

Income from the T-Charge will be used to cover the operation of the Congestion charge scheme, and any additional income is reinvested back into improving transport and air quality.

The T-Charge was introduced to discourage the use of older, more polluting vehicles and to act as a stepping stone ahead of the full introduction of the Ultra Low Emission Zone (ULEZ) on 8 April 2019, when tighter vehicle emissions standards will come into force.

Transport for London has measured both the reduction of non-compliant vehicles and the percentage of compliant vehicles seen in the Congestion Charging Zone during charging hours since February 2017.

As at 29 April 2018, the number of non-compliant vehicles has decreased by 33% when compared with the number seen in February 2017. In the same period, the percentage of compliant vehicles has increased to 95.1%. This represents an average of 1,000 fewer of the oldest, most polluting vehicles entering the zone during charging hours each day.
Dysfunctional junction: Shirley Road/Bridle Road/Monks Orchard Road/Wickham Road

Question No: 2018/1032

Steve O’Connell

I have recently received an e-mail from TfL claiming that they accept there is a problem at the Shirley Road/Bridle Road/Monks Orchard Road/Wickham Road junction but that they have no solution. Will you, or your Deputy Mayor for Transport, accompany me and local residents to see the junction so that you might understand why the status quo is unacceptable?

The Mayor

Transport for London (TfL) officers met with residents and Croydon Council on 19 October 2017 to discuss their concerns relating to congestion at this junction.

At the meeting, TfL explained that a new right-turn traffic lane would not be feasible as it would remove green space to create a wider road, lead to the loss of a mature tree and require relocation of a bus stand and a recycling facility. Adding in a right turn lane would also require design changes to the junction that could lead to increased queues in other areas of the junction.

You will see from my recently published Transport Strategy that I want to create healthy streets for Londoners, and encourage more people to walk, cycle and use public transport. TfL is looking into whether there is more that can be done in Croydon to make it more attractive for people to use these modes, rather than make short trips by private vehicle that contribute to congestion and pollution on London’s streets.

The New Draft London Plan Policy for Disabled Parking provision

Question No: 2018/1033

Steve O’Connell

The New Draft London Plan Policy for Disabled Parking provision gives quotas for various locations but does not give any guidance for Hospitals, which are likely to require a higher percentage of Disabled Parking Bays than at any other designated locations. Can the Mayor provide guidance on the allocation of Disabled Parking allocations; Designated bays (Per cent of total parking provision) and of those, how many Enlarged bays (Per cent of total parking provision) should be provided at Hospital’s or Health Service locations?

The Mayor

The London Plan team and officers from TfL who are working on draft Policy T6.5 will be looking into this issue, given the revised guidance provided in the recently published British Standard document BS8300-1:2018 Design of an accessible and inclusive built environment, Part 1: External environment- code of practice, which was published after the draft London Plan was published.

I am keen for the London Plan to provide the most up to date and comprehensive guidance possible- to ensure that sufficient levels of disabled persons parking will be achieved via development proposals for hospital and health care facilities in London.
20 mph speed limits
Question No: 2018/1034
Steve O’Connell
Given that the majority of drivers ignore 20mph speed limits, will you be allocating extra resources to the police to enforce your new 20mph zones on TfL roads?

The Mayor

Lowering speeds is fundamental to reducing road danger and Transport for London is actively developing a strategy to increase the number of communities which will benefit from 20mph speed limits and speed reductions. My Vision Zero Action Plan, due to be published this summer, will include details on our approach and timescales for implementing lower speeds as well as measures to achieve compliance.

BCU officer numbers
Question No: 2018/1035
Steve O’Connell
Ahead of the completion of the borough mergers, please can you provide the projected number of police officers for each BCU?

The Mayor

Officers are drafting a response which will be sent shortly.
Organised crime hub
Question No: 2018/1036
Steve O’Connell
On 26th March, you announced £412m investment in a new counter-terror and organised crime hub. Please can you provide a breakdown of where this money came from (e.g. Government, reserves etc) and what it will be spent on.

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

The investment includes the purchase of the Empress State Building, and a significant upgrade to make the building and associated sites fully secure and fit for purpose. For the first time, it will bring together the Met’s counter-terrorism command and specialist crime and operations under one roof, in line with other cities like Manchester and Birmingham. London’s new counter-terrorism hub will streamline operations and capabilities, and ensure more effective and efficient working to keep the capital as safe as possible from the constant and evolving threat of terrorism. The move to focus on a single site, and dispose of other buildings, will also save on rent, freeing up more money to support front line policing.

The investment in the building secures its future into the long term. Purchasing ESB and holding it as a freehold offers better value for money than signing a 15-year lease.

The £412m includes £250m on the purchase of the Empress State Building, plus £10 million which will be paid in the event certain security conditions are met. The transaction costs are £4.3m, and £147.3m is to fund the refurbishment of eight receive sites that will form part of the relocation of teams during the ESB decant and closure of Cobalt Square as well as the replacement of worn out components in ESB and security improvements.

It will be funded from a combination of existing capital receipts, new receipts arising from the sale of surplus sites, the dilapidation reserve, Counter Terrorism capital grant and borrowing. The costs of the additional borrowing have been factored into the MPS budget.

Volume Crime  
Question No: 2018/1037  
Steve O’Connell  
What are you doing about the rise in Volume Crime, given that offenders will often go on to commit more serious crimes?

The Mayor  

In line with the Police and Crime Plan, each Borough has selected two local volume crime priorities based on local knowledge, crime data and police intelligence. Antisocial behaviour was identified as an important issue for each borough and therefore serves as a third local priority across London.

To address these local volume crime priorities, neighbourhood officers are working together with Councils and other partners to take a problem-solving approach. This means they are not only pursuing and arresting criminals, but are taking enforcement action on the problems that drive crime such as drug dealing.

Arrests by appointment  
Question No: 2018/1038  
Steve O’Connell  
For 2017, please can you provide the number of arrests in London made by appointment broken down by offence type?

The Mayor  

Officers are drafting a response which will be sent shortly.

101 waiting times  
Question No: 2018/1039  
Steve O’Connell  
What was the average waiting time for 101 calls in London before an answer in 2015, 2016 and 2017?

The Mayor  

Officers are drafting a response which will be sent shortly.
Terminated 101 calls
Question No: 2018/1040
Steve O'Connell
How many 101 calls in London were terminated before an answer in 2015, 2016 and 2017?

The Mayor

Officers are drafting a response which will be sent shortly.

Clocktower Estate Countdown Sign
Question No: 2018/1041
Steve O'Connell
The 463 bus route serves the Clocktower Estate, but it is frequently delayed or cancelled. Given this, will the Mayor agree to install a Countdown sign at the bus stop so that residents - many of whom are elderly - are made fully aware of how long they can expect to wait for a bus or if they need to make alternative arrangements?

The Mayor

Transport for London (TfL) provides real time bus arrival information for Londoners through a number of channels, and its research shows that most Londoners access this information using personal devices such as mobile phones. As a result, since the implementation of 2,500 Countdown signs in shelters in 2011/2, TfL has had no further budget for any additional Countdown signs.

TfL understands that there will be local requests for further signs and, providing the stop is suitable, has offered the opportunity for London boroughs to purchase additional signs, perhaps using secured Section 106 funding or alternative private purchase funding streams. Borough representatives can email Tamika Irish on Tamika.Irish@tfl.gov.uk with details of the bus stops they are interested in.

Restricted duties
Question No: 2018/1042
Susan Hall
How many MPS officers are on 'restricted duties' due to ill health?

The Mayor

In April 2018 there were 1,152 Police Officers recorded as on Adjusted (formally Restricted) duties.
Mobile website cost  
**Question No: 2018/1043**  
**Susan Hall**  
How much did the redesign of the Met police mobile website cost? Please provide the total cost and a breakdown of the individual design aspects e.g. the cost of the design and positioning of the five blue buttons.

**The Mayor**

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

Job application forms  
**Question No: 2018/1044**  
**Susan Hall**  
In 2017, how many job application forms were received by the MPS and how many of these were provided to assessors with the applicant’s diversity monitoring details included?

**The Mayor**

In the 2017 calendar year there were 27,093 applications received by the Metropolitan Police Service (MPS) - this includes both internal and external recruitment.

Assessors do not need access to diversity data when sifting, and this data is therefore classified as 'protected' within the system and not visible to them.

Historic inquires  
**Question No: 2018/1045**  
**Susan Hall**  
Please can you break down how many MPS police officers and staff are working on historic inquires? Please also provide the individual breakdowns of each type of inquiry e.g. sex crimes or undercover policing.

**The Mayor**

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

Office based officers  
**Question No: 2018/1046**  
**Susan Hall**  
Please provide the number of MPS police officers who are currently office based?

**The Mayor**

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

Question No: 2018/1047
Susan Hall
For the years 2015, 2016 and 2017, how many reports were made to the MPS for deliberately infecting or trying to infect someone with a disease or virus, including STIs?

The Mayor

There is no specific crime type as per Home Office Counting Rules that identifies offences of this kind. The MPS is unable to provide an accurate account of how many reports of deliberate infection or attempted infection have been made.

Operating systems

Question No: 2018/1048
Susan Hall
What computer operating systems are currently used across the Metropolitan Police Service, broken down by the number of machines using each operating system? (please include servers)

The Mayor

Officers are drafting a response which will be sent shortly.

Post-moped crash duties

Question No: 2018/1049
Susan Hall
On Tuesday, April 17, two people were injured while fleeing the police on a Moped. The incident has been referred to the Independent Office for Police Conduct (IOPC). Please can you confirm that the two officers involved have remained on normal duties?

The Mayor

In the early hours of the morning of Tuesday 17 April, a moped, which had failed to stop for police, was involved in a collision with a car on Seven Sisters Road. The male rider and female pillion passenger, both believed to be 18-years-old, were injured.

The incident was referred to the MPS Directorate of Professional Standards (DPS) and the IOPC which is conducting an independent Death and Serious Injury (DSI) investigation.

There are three Key Police Witnesses (KPWs) in this case, all from the Specialist Firearms Command (SC019) and operating from an Armed Response Vehicle (ARV). The driver of the ARV has been suspended from driving by the Police Driving Standards Unit (PDSU) whilst the investigation is ongoing. Otherwise there are no restrictions for the KPWs and all officers have returned to their normal duties.

Direct entry postings
**Question No: 2018/1050**

*Susan Hall*

Please can you provide a breakdown of where direct entry inspectors and superintendents have been posted?

*The Mayor*

The tables below show the initial posting of the Direct Entry Inspectors and Superintendents.

<table>
<thead>
<tr>
<th>Direct Entry Inspectors</th>
<th>Year of Recruitment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Initial Posting on Recruitment</td>
<td>2016-17</td>
</tr>
<tr>
<td>BS - Kensington &amp; Chelsea Borough</td>
<td>1</td>
</tr>
<tr>
<td>CW - Westminster HQ</td>
<td>1</td>
</tr>
<tr>
<td>FH - Hammersmith &amp; Fulham Borough</td>
<td>1</td>
</tr>
<tr>
<td>KF - Newham Borough</td>
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<tr>
<td>LX - Lambeth Borough</td>
<td>1</td>
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<tr>
<td>MD - Southwark Borough</td>
<td>1</td>
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<tr>
<td>RG - Greenwich Borough</td>
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<tr>
<td>TX - Hounslow Borough</td>
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<tr>
<td>WW - Wandsworth Borough</td>
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<tr>
<td><strong>Total</strong></td>
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<table>
<thead>
<tr>
<th>Direct Entry Superintendents</th>
<th>Year of Recruitment</th>
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<tbody>
<tr>
<td>Initial Posting on Recruitment</td>
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<td>HT - Tower Hamlets Borough</td>
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<td>1</td>
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<tr>
<td>PL - Lewisham Borough</td>
<td>1</td>
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<tr>
<td>QK - Brent Borough</td>
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</tbody>
</table>
Funding for women’s refuges
Question No: 2018/1051
Susan Hall
How much funding has the GLA granted to women’s refuges per year over the last 6 years?

The Mayor

I am acutely aware of the significant issues around funding for refuges. That is why the Deputy Mayor for Policing and Crime recently wrote to the Home Secretary on this issue. As part of the VAWG strategy we commit to exploring the options for pan-London commissioning of refuges for survivors of domestic abuse alongside improving the overall availability of provision.

Funding for refuges comes from a number of sources across the GLA:

- 2013/14 the GLA provided capital grant funding of £1,895,010 for a scheme specifically to house people at risk of domestic violence.

- In 2017/18 The Mayor secured a £3.15bn devolution deal with £4.82bn from Government to get over 100,000 new affordable homes underway by 2021. This included £50m to provide accommodation for homeless people moving on from hostels and victims of domestic abuse moving on from refuges. Over 2017/18 - 2018/19 £124,687 was committed through the London Crime Prevention Fund to support Lambeth council in delivering specialist domestic violence refuge beds for Black and Ethnic Minority women in Lambeth.

Funding for homelessness charities
Question No: 2018/1052
Susan Hall
How much funding has the GLA granted to homelessness charities per year over the last 6 years?

The Mayor

Officers are drafting a response which will be sent shortly.
Press and Communications officials
Question No: 2018/1053
Susan Hall
How many externally facing press, communications or public relations officials have been employed by the GLA for the last 6 years, excluding those in the Secretariat?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

The below table shows the total employees across the Marketing, Creative and Press teams in External Affairs at the GLA for 2013 - 2018.

<table>
<thead>
<tr>
<th>Year</th>
<th>Total employees</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>33</td>
</tr>
<tr>
<td>2017</td>
<td>36</td>
</tr>
<tr>
<td>2016</td>
<td>34</td>
</tr>
<tr>
<td>2015</td>
<td>32</td>
</tr>
<tr>
<td>2014</td>
<td>28</td>
</tr>
<tr>
<td>2013</td>
<td>27</td>
</tr>
</tbody>
</table>
External PR professionals
Question No: 2018/1054
Susan Hall
Has the Mayor employed any external PR professionals in the last 3 years? If so, what was their remit and what was the cost by project?

The Mayor

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

**Written response from the Mayor received 23/05/2018**

On occasion, my teams use consultants for targeted public engagement, for example to reach particular groups. My Marketing and Press teams have worked with Freuds, an agency, on the London Is Open and Behind Every Great City campaigns. My Culture and Creative Industries team has worked with agency Bolton and Quinn on public engagement with the Fourth Plinth programme and on stakeholder engagement for my flagship London Borough of Culture awards.

Under the previous Mayor, the GLA Culture team worked with Bolton and Quinn for the London wide participation project Big Dance, and the Fourth Plinth. They also worked with Stay Golden PR to achieve specialist music press for the Punk London programme.
London & Partners correspondence
Question No: 2018/1055
Susan Hall
Can you provide me with all written correspondence between London & Partners and the Mayor’s office since September 2017?

The Mayor

London and Partners (L&P) works globally to promote London, to secure investment into our city, to create trading opportunities for London businesses, and to attract leisure and business tourism and international students.

These activities take place in a highly competitive environment. Our competitors are other European and global cities and nations, and their own promotional agencies.

Releasing the content of written communications between L&P and the Mayor’s Office, which may include intelligence on potential large-scale investments, or opportunities for trade or winning additional tourism, would give our competitors insight which could advantage them, and potentially damage L&P’s ability to secure additional investment, which could have a negative impact on achieving jobs and growth for Londoners.

It is therefore not clear why it would be in Londoners’ interests to hand those competitors an advantage by giving them access to our written communications.

Furthermore, some content within communications contains specific information about the plans of individual businesses, which may have been provided by those businesses in good faith that it would remain out of the public domain.
City Hall employees

Question No: 2018/1056

Susan Hall

How many City Hall employees earned more than £100,000 per year in the last 6 years, broken down by year?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

In response to your question please find details of employees earning £100,000 and over for each of the last six years in the table below:

<table>
<thead>
<tr>
<th>As at 31st March</th>
<th>No of City Hall employees earning £100,000 and over</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>23</td>
</tr>
<tr>
<td>2013</td>
<td>20</td>
</tr>
<tr>
<td>2014</td>
<td>23</td>
</tr>
<tr>
<td>2015</td>
<td>24</td>
</tr>
<tr>
<td>2016</td>
<td>24</td>
</tr>
<tr>
<td>2017</td>
<td>28</td>
</tr>
<tr>
<td>2018</td>
<td>30</td>
</tr>
</tbody>
</table>

GLA family

Question No: 2018/1057

Susan Hall

How many employees in the GLA family earned more than £100,000 per year in the last 6 years, broken down by year?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

This information will be published and made available on 31 May 2018. All functional bodies will be publishing similar information in their own accounts.
City Hall staff  
Question No: 2018/1058  
Susan Hall  
How much money has been spent by City Hall on staff, in the last 6 years, broken down by year?  

The Mayor  

Officers are drafting a response which will be sent shortly.

CSA Inquiry  
Question No: 2018/1059  
Susan Hall  
The Independent Inquiry into Child Sexual Abuse recently published its interim report, please can you outline MOPAC's view on recommendation 13 and any action that MOPAC or/and the Met intends to take as a result?  

The Mayor  

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018  

We welcome the Interim report of the Independent Inquiry into Child Sexual Abuse and the resulting recommendations.

Both MOPAC and the Met believe all officers should be appropriately trained and have the necessary experience for their roles, at all ranks within the police. The current Chief Officer team at the Met comprises officers with a broad range of differing policing backgrounds and experience, reflecting the diversity of challenges that policing London presents.

We will wait to see whether the Home Office and College of Policing adopt these recommendations before making any decisions locally regarding this recommendation.
Spit hood extended pilot
Question No: 2018/1060
Susan Hall
In July last year, the Met announced it planned to extend its 'spit hood' pilot and would then share the findings with the Deputy Mayor for Policing and Crime. Has the pilot finished? If so, please can you provide me with the findings?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

The Met have completed the piloting of Spit and Bite Guards. The pilot was discussed by myself and the Commissioner at our meeting on 15th March 2018.

Spit and Bite Guard had been used on 185 occasions in the Met since its introduction in December 2016. Internal post incident assessments indicated that officer training and governance arrangements were satisfactory. No complaints concerning the use Spit and Bite Guards were received during the pilot.

The usage of these guards is now reported under the National Use of Force Data, and is centrally monitored by T/DAC Twist who as well as the force lead holds the national lead role.
Hate incidents 1
Question No: 2018/1062
Tony Arbour

Of the hate incidents reported to the Met in 2016 and 2017, how many were deemed a crime?

The Mayor

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

Written response from the Mayor received 23/05/2018

In my Police and Crime Plan I pledged to take a zero-tolerance approach to Hate Crime in all its forms. The team in my Office for Policing and Crime continue to work with the Metropolitan Police Service (MPS), voluntary sector and statutory agencies to encourage people to report Hate Crimes and ensure they have access to specialist support services.

The table below details the number of hate incidents and offences on the Crime Reporting Information System for the period of January to December 2016 and 2017 respectively. The data indicates that the 36,625 incidents resulted in the recording of 38,613 offences, which reflects the officers' diligence in investigating reports.

<table>
<thead>
<tr>
<th>Recorded Year</th>
<th>Initial Hate Crime Incidents</th>
<th>Confirmed Offences of Hate Crime</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>18692</td>
<td>19325</td>
</tr>
<tr>
<td>2017</td>
<td>17933</td>
<td>19288</td>
</tr>
<tr>
<td>Total</td>
<td>36625</td>
<td>38613</td>
</tr>
</tbody>
</table>

Note 1: there are a higher number of hate crime offences than of initial hate crime incidents. This is owing to further investigations following initial reporting that is carried out by the MPS, which may result in the discovery of additional hate crimes. For example, one act of vandalism against a mosque might also uncover 4 acts of vandalism on personal vehicles of the community that is being targeted. These are counted as 5 separate and confirmed offences of hate crime.

Hate incidents 2
Question No: 2018/1063
Tony Arbour

Of the hate incidents deemed a crime in 2016 and 2017, how many resulted in a successful outcome? Please break this down by those proceeded with at court, and out of court disposals.

The Mayor

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

Written response from the Mayor received 23/05/2018
In my Police and Crime Plan I pledged to take a zero-tolerance approach to Hate Crime in all its forms. The team in my Office for Policing and Crime continue to work with the Metropolitan Police Service (MPS), voluntary sector and statutory agencies to encourage people to report Hate Crimes and ensure they have access to specialist support services.

The table below provides details of the outcomes for hate crime offences for the period January to December 2016 and 2017 respectively. Judicial outcomes are not the only indication of success and not every victim of hate crime will choose to pursue a criminal justice outcome. That is why I have invested in specialist support services, such as my hate crime victim advocates scheme, that can help victims to cope and recover from the effects of crime regardless of whether or not they are on a criminal justice journey.

<table>
<thead>
<tr>
<th>Outcome</th>
<th>2016</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>A person has been charged or summonsed for the crime</td>
<td>3498</td>
<td>2988</td>
</tr>
<tr>
<td>A person has been charged or summonsed, but following the application</td>
<td>14</td>
<td>218</td>
</tr>
<tr>
<td>of the CPS charging standards and provisions of the HOCR, the charge/</td>
<td></td>
<td></td>
</tr>
<tr>
<td>summons relates to an alternate offence to that recorded.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pending Outcome</td>
<td>30</td>
<td>269</td>
</tr>
<tr>
<td>Youth or adult offender cautions</td>
<td>333</td>
<td>213</td>
</tr>
<tr>
<td>Prosecution prevented due to victim/ offender death or illness, or</td>
<td>112</td>
<td>63</td>
</tr>
<tr>
<td>because under age of criminal responsibility</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Evidential difficulties</td>
<td>15011</td>
<td>15370</td>
</tr>
<tr>
<td>No Crime</td>
<td>47</td>
<td>42</td>
</tr>
<tr>
<td>Penalty Notice</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>A Community Resolution (with/ without formal restorative justice)</td>
<td>128</td>
<td>96</td>
</tr>
<tr>
<td>Prosecution not in public interest</td>
<td>93</td>
<td>0</td>
</tr>
<tr>
<td>Further action - either by another body/ further MPS investigation</td>
<td>53</td>
<td>22</td>
</tr>
<tr>
<td>Administration code to prevent double counting of detections already</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>submitted to Home Office</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grand Total</td>
<td>19325</td>
<td>19288</td>
</tr>
</tbody>
</table>

Note 1: there are higher numbers of hate crime offences than of initial hate crime incidents. This is owing to further investigations following initial reporting that is carried out by the MPS, which may result in the discovery of additional hate crimes. For example, one act of vandalism against a mosque might also uncover 4 acts of vandalism on personal vehicles of the community that is being targeted. These are counted as 5 separate and confirmed offences of hate crime.

Note 2: the "Evidential difficulties" in this table include: victim based, wherein the suspect has not been identified and the victim declines or cannot support further investigation; named suspect identified however evidence is inconclusive; investigation complete and no suspect has been identified; named suspect identified, however the victim does not support or has withdrawn support of police action.
Longest open investigations

Question No: 2018/1064
Tony Arbour
Please provide the Met’s top ten longest open investigations, the year in which the investigation was started and how much each one has cost?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

The MPS does not routinely capture data related to the longest open investigation as they may be spread over a number of commands including the Counter Terrorism Command, the Directorate of Professional Standards and the Homicide and Major Crime Commands. As an example, the investigation into the death of Yvonne Fletcher has been running since 1984.

A precise answer to the question is also complicated because in many cases long standing operations have been re-opened after a significant amount of time due to new evidence becoming available. Any unsolved homicide cases are never completely closed.

These combined factors mean that an accurate answer is not possible.

Targeting low-level offending

Question No: 2018/1065
Tony Devenish
The Telegraph, 22nd March, article ‘Innovative policing helps Durham manage austerity’ states that by targeting ‘low-level offending’ Durham Police have prevented more serious crimes taking place and have reduced overall crime levels. Will you study this work and consider implementing within the Met?

The Mayor

Officers are drafting a response which will be sent shortly.
Help for witnesses
Question No: 2018/1066
Tony Devenish
What specifically is MOPAC doing to help the witnesses to serious violent crimes such as stabbings, deal with mental health issues such as 'War style' post traumatic stress disorder (PTSD)?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

My Police and Crime Plan quite rightly puts victims at the heart of everything we want to do in policing, and I have committed over £47 million over three years to support those services that can help victims of crime to cope and recover. However, there is no doubt that serious violent crimes, such as knife crimes, have an impact that is wider than just that on the person attacked.

At the point of charge, MPS Witness Care Units complete a detailed needs assessment on victims and witnesses who are vulnerable, intimidated, or have greater needs. This assessment will include a referral to Victim Support, who will provide bespoke support to including onward referral to other support agencies such as mental health services where appropriate. Victim Support is a MOPAC commissioned service.

While pre-trial and outreach support services for witnesses are currently commissioned nationally, there is a commitment in the Memorandum of Understanding between MOPAC, the MoJ, and London Councils to devolve these services to London by April 2019 so that they can form part of an integrated delivery model for both victims and witnesses. In addition, despite there being no funding stream exclusively for witnesses, the remit of some of the services we do fund, such as Victim Support, Red Thread working in major trauma centres and community based projects supported through the knife crime seed fund, offer the opportunity to help family and friends of victims who may have witnessed the attack.

As part of the Knife Crime Strategy, we are working with partners to produce a toolkit with information and advice on what to do in the aftermath of serious violence such as a knife crime, aimed at helping front line workers such as teachers and doctors, faith groups and community groups to recognise the signs of trauma in family members and friends affected, and to take appropriate steps to support them. Again, this would include referral pathways to mental health services if required.
Parole Board decision making

Question No: 2018/1067

Tony Devenish

What specifically are you doing to lobby Government to increase transparency on the decision making process by the Parole Board?

The Mayor

There needs to be an urgent overhaul of the way Parole Board decisions to release offenders are taken. The shocking failures in the way John Worboys' victims were treated has damaged confidence in the criminal justice system and the time has come for more transparency surrounding decisions to let offenders out of prison

I have made several representations to Government Ministers including the Justice Secretary through letters and meetings regarding my concerns and the need for better transparency. I will also be making full written representation to the Government on its consultation on Parole Board decisions.

Belgravia Police Station

Question No: 2018/1068

Tony Devenish

Recently the decision was made to close the front desk at Belgravia Police Station. However, I, as the local representative along with the local Safer Neighbourhoods Panel was not consulted. Please can you review your processes on such matters to ensure adequate consultation takes place?

The Mayor

Officers are drafting a response which will be sent shortly.
Victims of fraud

Question No: 2018/1069

Tony Devenish

What specifically are you doing to help prevent vulnerable Londoners from becoming victims of fraud?

The Mayor

MOPAC funds the Economic Crime Victim Care Unit which was formed to provide a better service to victims, in the form of advice and support. The team of special advocates support vulnerable people who have fallen victim to fraud and cyber crime, with the aim being to make them feel safer and reduce the possibility of them becoming a repeat victim.

The MPS has a dedicated resource of 250 officers to deliver a balanced approach to Fraud and Cybercrime. It analyses/prioritises data from Action Fraud to address issues specifically facing Londoners. It delivers victim focussed projects such as The Banking Protocol, which, in collaboration with banks, addresses vulnerable people requesting unusual cash or bank transfers, which has now been adopted nationally and prevented £16M loss. The “Little Book Of Big Scams”, a national brand, has been designed to deliver consistent advice and awareness.

School exclusions

Question No: 2018/1070

Tony Devenish

How can you prioritise work to support the 925 secondary school students permanently excluded from school in London, especially the 345 caused by violent behaviour, to avoid many of them becoming career criminals?

The Mayor

Officers are drafting a response which will be sent shortly.

Home intruder death response

Question No: 2018/1071

Tony Devenish

With hindsight, does the Mayor think the Met got the tone of language and neighbourhood policing right following the death of "professional criminal" Henry Vincent?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

Please see my response to MQ 2018/1246.
**Pre-Election Period**

**Question No: 2018/1072**

Tony Devenish

Can the Mayor and the GLA review how the pre-election period has been interpreted by officers? Each election there seems to be a more proscriptive version than before, effectively shutting down a taxpayer funded organisation for nearly two months. The media are (in my view) right to be outraged that both a violent crime summit and a Police and Crime Committee briefing were held in private.

The Mayor

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

**Written response from the Mayor received 23/05/2018**

As Mayor, like you, I don’t have a say over how the GLA interpret the rules of the pre-election period. I want the work I do to be transparent to Londoners and to the media. However, I am sure people would be equally ‘outraged’ if politicians were seen to be using the GLA’s resources in an inappropriate way in the run up to an election.

Hence, it is important that the GLA maintains, and is seen to maintain, political neutrality at all times and in particular during the period of heightened sensitivity in the lead up to an election. Ultimately it is the responsibility of our statutory officers to ensure this is achieved and I recognise the challenges in doing so.

The Use of GLA Resources Guidance is intended to ensure that GLA resources are used appropriately and is the same guidance that has been in place for a number of years. Questions about whether or not an intended use of GLA resources would be in conflict with the need to maintain political neutrality are rightly considered on a case by case basis on their own individual facts and circumstances.

In considering the meetings on knife crime, the GLA was of course mindful of the importance of openness and transparency. However, the holding of a meeting to which it was anticipated that the press and public would be present, at GLA expense, involving individuals some of whom were standing for election in the local government elections in order to discuss a quite clearly politically controversial issue in the lead up to a local government election, could have led to the improper use of the GLA’s resources.

Decisions of this nature often require very difficult questions of judgement but in this case, taking into account all of the particular circumstances, and particularly the detailed media coverage of the issue and the availability of key individuals and stakeholders to the media, the holding of a public meeting was not considered to be an appropriate course to take.

The Monitoring Officer has advised that she will be undertaking a review of the recent pre-election period which will consider this matter. I would encourage you to contact her with your views in order that they can be fully taken into account.
Housing research
Question No: 2018/1073
Tony Devenish
What lessons has the Mayor picked up from the Guardian (25 April) “top 10 books about council housing”? Does he agree with the proverb, the best predictor of future performance is past performance?

The Mayor

Officers are drafting a response which will be sent shortly.

Soho Blackouts
Question No: 2018/1074
Tony Devenish
Over the recent past, Soho has suffered a series of blackouts affecting theatres, bars, restaurants and long-suffering residents. In spite of concerns being raised with UK Power Networks, the problems continue and no compensation is offered for loss of profit to businesses or to the residents concerned.

What practical steps will the Mayor now take to work with others and ensure that full and adequate provision of electricity is provided on a reliable basis for Soho and the West End, so that we can avoid the repeated international ignominy caused by lengthy power cuts in the heart of our “World c2”?

The Mayor

Through my Infrastructure High Level Group, which includes the major utilities providers in London, my officers will be exploring how we can build an understanding about infrastructure interdependencies into investment and resilience strategies, in order to minimise the impact of failures like this.
**Private Hire Enforcement (1)**

*Question No: 2018/1075*

*Tony Devenish*

Please confirm that TfL mini cab enforcement costs will have risen from £4m to £30m over the next 5 year and that this equate to £209m when licensing and compliance are included? Please provide a breakdown and justification for such a huge hit to business.

**The Mayor**

The enforcement costs for private hire operators have been forecast at approximately £30m over the next five years. The total projected licence and compliance costs for the taxi and private hire trade over the next five years is £209m, which includes deficits brought forward from previous financial years.

Transport for London’s Finance Committee considered a Board Paper in September 2017 setting out the financial rationale behind the changes to taxi and private hire licence fees. A copy of the paper, including a breakdown of the costs associated with operators at Appendix 2, can be found here: [http://content.tfl.gov.uk/item04-taxi-private-hire-fees.pdf](http://content.tfl.gov.uk/item04-taxi-private-hire-fees.pdf).

**Private Hire Enforcement (2)**

*Question No: 2018/1076*

*Tony Devenish*

Will you explain how TfL is meeting equalities legislation with regard to the huge increases in Private Hire Operator Licenses given that so many private hire drivers are BAME Londoners?*


**The Mayor**

Transport for London assessed equalities impacts when it took its decision to change the fees for private hire operators in September 2017. A copy of the assessment can be found on TfL’s website: [http://content.tfl.gov.uk/item04-taxi-private-hire-fees.pdf](http://content.tfl.gov.uk/item04-taxi-private-hire-fees.pdf)
**Tube Noise (1)**
**Question No: 2018/1077**

Tony Devenish
Given the unprecedented numbers of complaints from Pimlico residents, will you keep your promise to bring forward planned track replacement from 2020 and sort out tube noise problems once and for all?

The Mayor

Transport for London's (TfL) engineers have inspected the track in the Pimlico area on a number of occasions, and have recently noted increased wear and tear of some parts of the track.

In April, engineers completed hand grinding on the sections of track directly underneath properties in Warwick Square and Denbigh Street, where a number of residents had reported elevated noise levels. These properties will be revisited to determine whether the grinding has successfully lowered the noise levels and, if not, consideration will be given to further action which may include rail replacement.

TfL has also been contacted by residents in Moreton Place. Hand grinding was not undertaken in this area because the previously recorded noise levels were lower than those measured in Warwick Square and Denbigh Street. Further noise monitoring will be undertaken to determine if this has worsened and what, if any, action is required.

For consistency of approach, if residents in the Pimlico area are being disturbed by Tube noise, it is important they report this through TfL’s customer services team. The contact details are provided below.

Phone: 0343 222 1234 (24 hours)

Website: tfl.gov.uk/contact

Write: TfL Customer Services, 4th Floor, 14 Pier Walk, London, SE10 0ES
**Tube Noise (2)**  
**Question No: 2018/1078**  
**Tony Devenish**  
Is it the case that the grinding of Tube rails has been cancelled across London?

**The Mayor**

No. Transport for London (TfL) carries out rail grinding as part of its routine operational maintenance. Grinding is predominantly undertaken to help train wheels connect to the rail surface for maximum running efficiency.

Scheduled shifts which undertake this activity are occasionally subject to last minute alterations if other urgent maintenance activities are requested. To deal with this, contingency shifts are built into the grinding programme which, for the majority of cases, allows TfL to revisit those sites where grinding was incomplete.

**Hyperloop**  
**Question No: 2018/1079**  
**Tony Devenish**  
Will the Mayor read Steve Norris' article in the 18th April issue of City AM entitled "The Hyperloop train is leaving the station - and the UK must be on it"? What plans does the Mayor of London have to put his weight behind this opportunity to the benefit of London business and Londoners?

**The Mayor**

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

**Written response from the Mayor received 23/05/2018**

In my Transport Strategy, I make clear that improving London's regional, national and international links is vital to the success of the national economy, as well as ensuring that the wider city region remains successful.

While Transport for London (TfL) has no current plans to develop a Hyperloop network, I will continue to monitor developments with this innovative new technology. If a specific development is proposed, TfL would of course be ready to work with Government and other partners to ensure that it was designed to deliver the greatest benefit for London and the region as a whole.
Windsor Link Railway

Question No: 2018/1080

Tony Devenish

Are you aware of the Windsor Link Railway proposals, which would improve rail connectivity for Londoners and do the proposals have your support?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

Yes, I am aware of the Windsor Link Railway proposals.

Like any proposed rail scheme, it would need to demonstrate how it would meet transport objectives without adversely affecting existing services, while also providing value for money.

Given the nature and geographical scope of the Windsor Link Railway proposal, it is primarily a matter for Government and Network Rail to determine.

The Government has announced a competitive tender process for private consortia to submit bids for delivering southern rail access to Heathrow. This is an opportunity for the Windsor Link Railway company to demonstrate the case for its scheme.

Free Bus Fares

Question No: 2018/1081

Tony Devenish

Will the Mayor be looking to implement a policy of free bus fares for under 25s?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

I would be delighted to implement the Labour proposal of free bus travel for under 25s when this becomes national policy. Investing to provide free bus travel will greatly help young people access opportunities at this critical stage in their working and educational lives. It will also lower car use, cut congestion, improve air quality and reduce generational inequality.
Motorists in Bus Lanes  
**Question No:** 2018/1082  
*Tony Devenish*  
What can TfL do to reduce instances of motorists straying into bus lanes, which has led to 994,000 fines in London according to the RAC?

**The Mayor**

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

**Written response from the Mayor received 23/05/2018**

Ensuring compliance with bus lane regulations is a key part of delivering an effective bus network in the capital and through this the journeys of millions of Londoners. Transport for London’s compliance officers keep levels of contraventions under review and work with design teams to maximise compliance as far as possible, including reviewing measures such as signage.

Passenger Numbers (1)  
**Question No:** 2018/1083  
*Tony Devenish*  
TfL’s budget assumes that the number of Bond Street passengers will rise from 40 million this year to 69 million in 2021 and Tottenham Court Road passenger numbers will rise from 39 million this year to 68 million by 2021. Does the Mayor seriously stand behind these figures for increased passenger numbers, central to underpinning TfL’s budget?

**The Mayor**

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

**Written response from the Mayor received 23/05/2018**

Yes, I stand behind these projections.

The new high-frequency Elizabeth line service to Reading, Heathrow, Abbey Wood and Shenfield will significantly increase the annual number of passengers using Bond Street and Tottenham Court Road stations.
Passenger Numbers (2)
Question No: 2018/1084
Tony Devenish
Please explain where is the suppressed demand that will lead to tens of millions of additional passenger journeys in just three years.

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

The projected increase is largely due to the Elizabeth line becoming fully operational in phases over the course of Transport for London's (TfL) current Business Plan. The Elizabeth line will increase rail capacity in London by 10 per cent and is expected to carry slightly more than 200m customers each year.

Around 30 per cent of these customers will be completely new to TfL’s network, meaning that there will be around 60m additional customers using the network once the Elizabeth line launches. These additional customers will be made up of those switching from car travel, those who do not currently travel and those who are switching from non-TfL services. The other 70 per cent will be existing customers who are switching from other TfL services to the Elizabeth line.

Demand forecasts for the Elizabeth line follow extensive modelling, similar to what TfL follow for other transport projects, such as improvements to London Overground, the East London Line Extension, or earlier, the Jubilee line extension.

TfL Budget
Question No: 2018/1085
Tony Devenish
Would the Mayor support an independent forensic review of the TfL budget?

The Mayor

No. The Transport for London (TfL) budget is scrutinised by the independent TfL Board and the London Assembly.

In addition, the TfL Budget is independently scrutinised by the credit rating agencies, Fitch, Moodys and Standard and Poors.
**Electric Charging Points**  
**Question No:** 2018/1086  
**Tony Devenish**  
Where exactly are these 100 new electric charging points? Please provide a map, a full list of locations and details of when each charging point came into operation.

The Mayor

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

**Excessive Tube Announcements Noise**  
**Question No:** 2018/1087  
**Tony Devenish**  
What more will you do to minimise the excessive noise from Earl’s Court Station’s announcements?

The Mayor

I apologise to the residents living nearby who are disturbed by noise from Earl’s Court station. Transport for London (TfL) continues to take measures to minimise this.

There are certain announcements which TfL must continue to make - for instance, information concerning disruption to journeys - but in response to residents' concerns TfL has now stopped making regular 'good service' announcements.

TfL has reduced the number of on-train announcements and no longer carries out fire alarm testing in the early hours of the morning. TfL continues to ensure station staff are fully trained in the correct use of the public address (PA) system and are aware of the impact of the system on their neighbours.

The PA system itself is tested every eight weeks to ensure it does not exceed the noise limits set by the local authority. The last test was done on 12 April 2018 and the system was found to be compliant.

TfL continues to work hard to balance the needs of customers at the station with those of their neighbours and will be meeting with residents.

**Racist abuse**  
**Question No:** 2018/1088  
**Tony Devenish**  
Will the Mayor condemn the racist abuse of the new Home Secretary? Will he confirm that the Metropolitan Police will investigate these alleged hate crimes?

The Mayor

*Officers are drafting a response which will be sent shortly.*
Brixton Arches redevelopment
Question No: 2018/1089
Tony Devenish
Has the Mayor seen the Financial Times article, ‘Gentrification leads to conflict underneath the railway arches’ (7th April)? Is there anything he can do by interceding with Network Rail? What lessons can TfL learn from this issue about the balance between a commercial property business and community SME support?

The Mayor

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

Written response from the Mayor received 23/05/2018

I am a pro-business Mayor, which means supporting businesses of all sizes. Small businesses make up the vast majority of Transport for London’s (TfL’s) commercial estate, and will always do so. TfL is committed to working closely with boroughs, tenants and trade bodies to ensure its policies allow smaller businesses to grow and flourish.

Network Rail has sole responsibility for managing the tenants at Brixton arches. I understand that it has promised that small independent businesses will go back into these units once the refurbishment is complete.

Child Protection Case inspections
Question No: 2018/1118
Caroline Pidgeon
What progress is the Metropolitan Police Service making to ensure no further child protection investigation cases are judged inadequate or requiring improvement as defined by Her Majesty’s Inspectorate of Constabulary and Fire & Rescue Services?

The Mayor

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

Written response from the Mayor received 23/05/2018

The Met have made some significant changes in response to the child protection inspections. Safeguarding is now a clear strategic priority, and there are dedicated senior leads and governance structures in place to reflect this. Over 6,500 officers have been trained to better respond to child protection cases and the MPS ability to audit its own cases has improved dramatically.

I remain concerned at the pace of progress and need to be assured that strategic changes are being translated to the frontline. I guarantee that the Deputy Mayor and I will be continuing to monitor this very carefully with enhanced oversight via the London Child Protection Oversight Group. I will continue to hold the Met to account until we see improved outcomes for all children.
Liquefied Petroleum Gas vehicles in London (1)
Question No: 2018/1119
Caroline Pidgeon
Please state the evidence to justify your statement at Mayor’s Question Time on 22 March 2018 that the recent trial of LPG taxis in Birmingham resulted in higher CO2 emissions from the vehicles.

The Mayor

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

Written response from the Mayor received 23/05/2018

It is widely recognised by industry that the inherent efficiency of a diesel engine compared with that of a petrol engine, generally leads to better fuel economy and lower emissions of CO2. Converting the petrol engine to run on LPG, narrows the gap in CO2 emissions, to a level similar to a diesel engine, but usually no better.

I have been advised that the specific trial of LPG taxis in Birmingham, on this occasion, indicated there was a small decrease in CO2 emissions. I understand a final report is yet to be published but once it has my officers will meet with industry and Defra to discuss the evidence in detail so that we have a shared understanding on emissions and any accompanying cost / benefit analysis.

Liquefied Petroleum Gas vehicles in London (2)
Question No: 2018/1120
Caroline Pidgeon
Please state the evidence to justify your statement at Mayor’s Question Time on 22 March 2018 that the recent trial of LPG taxis in Birmingham resulted in only “limited air quality benefits.”

The Mayor

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

Written response from the Mayor received 23/05/2018

Interim indications from the Birmingham trial showed air quality benefits of LPG when compared to the incumbent diesel technology. However, my statement related to the far more limited benefits when compared to the greater emission reduction benefits that can be delivered by zero emission capable technology, both in terms of local air quality and carbon emissions, which my policies are focussed on.

I understand a final report is yet to be published but once it has my officers will meet with industry and Defra to discuss the evidence in detail so that we have a shared understanding on emissions and any accompanying cost / benefit analysis.
RV1 bus service (1)

Question No: 2018/1121

Caroline Pidgeon

What measures, if any, has TfL taken to specifically adopt marketing of the RV1 bus service, including the development of a dedicated App for this bus route to: (a) UK visitors and tourists to London, and (b) overseas visitors and tourists, as a cheap and attractive way to visit many of the key visitor attractions in London?

The Mayor

Transport for London (TfL) has not undertaken a dedicated marketing campaign to promote the RV1 bus service to UK and overseas visitors, and has no plans to do so. It does, however, promote a ‘key bus routes in central London’ map, highlighting bus routes (including the RV1) that serve key tourist attractions. The map has been well used by customers, having been downloaded approximately 150,000 times in the twelve months to May 2018. The map can be downloaded here: http://content.tfl.gov.uk/key-bus-routes-in-central-london.pdf.

TfL does not, as a rule, develop its own apps for specific routes but does promote the bus network. It also shares all route data with app developers and these routes, including the RV1, feature in well-used apps such as Google Maps and Citymapper.

Research carried out by TfL shows that weekday usage of the RV1 has fallen by nearly half in the last two years. Weekend usage also fell by 40% in the same period. This follows a network trend of decline in bus patronage across central London which can be attributed to a range of factors, including increased attractiveness of alternative modes, changes to travel behaviour such as using improved Tube and rail networks and increased congestion leading to longer journey times as a result of slower bus speeds. Given this, TfL does not think a marketing campaign would increase patronage on the RV1 to levels that would justify restoring the previous frequency. TfL will continue to work hard to maintain bus performance, manage congestion and improve bus speeds through its Bus Priority Programme.

RV1 bus service (2)

Question No: 2018/1122

Caroline Pidgeon

Please state where the removed hydrogen buses on the RV1 bus route have been deployed?

The Mayor

They haven’t been removed. They continue to operate on the RV1 as part of a pool of fuel-cell vehicles. All routes have spares in case one or more vehicles need to be substituted for routine maintenance, repairs or refurbishment. As the RV1 has more fuel-cell vehicles than the total needed in the peak, it can operate continually as a zero-emission route, which was not always possible when it had a higher frequency.
Clash of Royal Wedding events and FA Cup Final on the 19th May 2018

Question No: 2018/1123

Caroline Pidgeon

Considering the forthcoming Royal Wedding on the 19 May 2018 was officially announced on Monday 27 November 2017 and that the date of the FA Cup Final was also already known at this time, do you consider it acceptable that TfL and Network Rail are planning to proceed with such extensive closures over this weekend involving sections of the DLR, the District and Circle Lines and parts of the London Overground?

The Mayor

The vast majority of Transport for London’s (TfL) services ran as normal, helping everyone enjoy the Royal Wedding and the FA Cup Final.

TfL assessed all available options and scheduled these essential upgrade works during this particular weekend to avoid other events that were expected to generate significant local demand. These include the Wimbledon tennis Championships, Polo in the Park, the Fever Tree tennis championships at Queen's Club and events taking place at Hyde Park. The works were also scheduled to avoid other key Underground and National Rail closures.

All key London Underground lines serving Paddington and Waterloo, where services operate to and from Windsor, operated as normal. Wembley, also served by the Metropolitan and Jubilee lines, operated as normal which meant travel to the FA Cup Final was not significantly affected by the District line closure.

TfL continues to work closely with train operating companies in the lead-up to these events, and readily provides information on its website, social media channels, customer emails and station posters to assist customers in completing their journeys.
Changes to Holloway Road

Question No: 2018/1124

Caroline Pidgeon

Although TfL is undertaking post-scheme traffic counts following the Archway scheme, the roads covered are just a fraction of the list of streets for traffic counts suggested by the Highgate Society. Please set out the reasons for TfL rejecting the proposal to carry out more post-scheme traffic counts on roads in Camden, Haringey and Islington? Will you review this decision so that a fuller picture of the impact of the scheme can be developed?

The Mayor

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

Written response from the Mayor received 23/05/2018

I understand that Transport for London (TfL) has provided you with a list of the roads that will be assessed, which include some of the roads suggested by the Highgate Society. These roads were anticipated to experience the most change from the improvements made to Archway and Holloway Road. Therefore, baseline data for these roads was collected in 2015, enabling TfL to make a meaningful comparison today to gauge the level of change.

While TfL does not plan to carry out additional counts, I will continue to work closely with Islington, Camden and Haringey on reported issues, such as ‘rat running’ and speeding on local streets, in line with my Transport Strategy.

mytaxi (1)

Question No: 2018/1125

Caroline Pidgeon

A constituent has approached me with the following question that he would like you to directly answer. Can a taxi driver charge more than the metered fare when undertaking an instant hiring on the mytaxi app when the start finish destinations are both in the GLA area? If the answer is no, do you agree that an instant hiring on the mytaxi app is simply an extension of mytaxi plying for hire?

The Mayor

Taxi drivers who are plying for hire on-street or via an app can only charge the fare shown on the taximeter or less.

Please see my response to MQ 2018/1126 regarding app-based booking systems.
A constituent has approached me with the following question that he would like you to directly answer. Do you agree that an instant hiring on the mytaxi app is plying for hire? If the answer is no, do you consider an instant hiring on the my taxi app as a pre-booking?

The Mayor

As outlined in my answer to 2018/1017, whether a vehicle is plying for hire depends on individual facts and I invite drivers to direct any questions to TfL in the event of uncertainty about this.

I am actively lobbying the Government to provide statutory definitions for both pre-booking and plying for hire as part of my Action Plan on taxi and private hire services.

Any definition should take account of new methods to engage taxi and private hire services made possible through new technology and the fact that app-based taxi booking systems are unlicensed by TfL.

The Department for Transport’s Taxi and Private Hire Working Group is due to report shortly and I remain hopeful that this proposal is progressed.
Basic Command Units (1)
Question No: 2018/1127
Caroline Pidgeon

What evaluations have been undertaken by MOPAC or the Met to examine the greater travelling time that might face certain police officers through the creation of 12 Basic Command Units across London? If any evaluation has been undertaken will you ensure it is published?

The Mayor

Average travelling times were considered as part of work to reconfigure the Metropolitan Police Service (MPS) estate - with a particular focus on the impact of changes to custody and response base provision. This work used Transport for London (TfL) modelling data to examine travelling time during peak and non-peak hours and to assess the implications for operational officers.

Average travelling times have been used to estimate the demands placed on response teams and form part of the assessment as to how many officers are required in each Basic Command Unit (BCU). However, the location of the response base has less impact on response times as officers leave the base and then patrol in their vehicles in hot spot locations controlled from the BCU Operations Rooms. In effect: they respond to 999 calls whilst on patrol and not from the building.

The MPS currently has no plans to publish these specific operational assessments.

The Mayor’s Office for Policing And Crime (MOPAC) will continue to monitor MPS performance on emergency response across the BCUs.

Basic Command Units (2)
Question No: 2018/1128
Caroline Pidgeon

What environmental impact assessment has MOPAC undertaken to examine the greater car and vehicle journeys that might arise through the creation of 12 Basic Command Units across London? If any evaluation has been undertaken will you ensure it is published?

The Mayor

*Officers are drafting a response which will be sent shortly.*
International Bus Benchmarking Group Data

Question No: 2018/1129

Caroline Pidgeon

In answer to Question 2017/4206 you stated: “TfL will publish the 2017 presentation on London’s performance compared with other cities online by the end of this year, with presentations back to 2012 to be published shortly after, fulfilling my agreement to publish the international Bus Benchmarking Group data.” Where and when was this data published?

The Mayor

The presentation on London’s performance compared with other international cities is available on the Transport for London (TfL) website here: https://tfl.gov.uk/corporate/publications-and-reports/buses-performance-data

The data is presented in an anonymised format owing to confidentiality agreements signed by International Bus Benchmarking Group members. Historic performance data (for some Key Performance Indicators back to 2008) is included as part of the presentation.
Croydon Tram - Correspondence sent to ORR and RAIB about May 2017 Driver Incident
Question No: 2018/1130

Caroline Pidgeon

In an Evening Standard article on the 19 May 2017 about footage of an incident showing a Croydon Tram driver allegedly asleep while driving, the then Managing Director for Surface Transport was quoted as saying "We have taken immediate action to refer this footage to the industry regulator, the Office of Rail and Road (ORR) and the Rail Accident Investigation Branch (RAIB), for urgent investigation." Please publish the correspondence TfL sent to the ORR and the RAIB about this incident.

The Mayor

Transport for London's (TfL's) Director of Health Safety and Environment spoke by telephone with the Office for Rail and Road's (ORR's) HM Principal Inspector of Railways with the Transport for London (TfL) Portfolio on 18 May 2017 to notify him of the footage that the Evening Standard had shared. This call was followed up with an email the same day, which included the footage and requested that the ORR look into the matter.

A similar email was sent to the Chief Inspector of Rail Accidents at the Rail Accident Investigation Branch (RAIB) on 18th May for their information and, if the RAIB deemed it appropriate, to inform its investigation into the derailment at Sandilands.

The emails are reproduced in full below.

Email to ORR:

Dear Keith

As discussed please find attached new footage the Standard have shared with us of a tram driver asleep. It was filmed yesterday at around 8am on a Wimbledon-bound tram at traffic lights at the junction of George Street and Wellesley Road/Park Lane. Passengers had to wake him up.

This is obviously concerning and I request ORR looks into the matter

Regards

Email to RAIB:

Dear Simon

For your information and to inform the RAIB's ongoing investigations into the derailment at Sandilands, if you feel this is appropriate, the Standard have made us aware of new footage of a tram driver asleep, please see attached. We believe it will be published tomorrow.

It was filmed yesterday at around 8am on a Wimbledon-bound tram at traffic lights at the junction of George Street and Wellesley Road/Park Lane. Passengers had to wake him up.

I have also made the Office of Rail and Road aware and asked them to enquiry further which they are doing.

Regards
Fatigue Risk Management System Audits of TfL Surface Transport Operations

Question No: 2018/1131

Caroline Pidgeon

Has TfL conducted fatigue risk management system audits of all its Surface Transport operations contractors?

The Mayor

Officers are drafting a response which will be sent shortly.

Driver Fatigue and Bus Collisions

Question No: 2018/1132

Caroline Pidgeon

According to TfL’s own data over the 10-year period 1 April 2007 to 31 March 2017, TfL has recorded 249,835 collisions involving TfL buses, 161 which have resulted in fatalities. In how many of these collisions was driver fatigue recorded as a factor or contributing cause?

The Mayor

Officers are drafting a response which will be sent shortly.
Dial-a-Ride (1)
Question No: 2018/1133
Caroline Pidgeon

Please state the number of Dial-a-Ride passenger feedback forms received on a yearly basis from 2004/5 to 2016/17, or for the longest period back that TfL holds records.

The Mayor

Transport for London receives customer feedback on Dial-a-Ride in a number of ways, including by telephone, letter, email, through its website, and face-to-face, at meetings and events.

Figures for the numbers of items of feedback received by Dial-a-Ride through these channels are available for the years shown below:

Dial-a-Ride - number of items of feedback received

<table>
<thead>
<tr>
<th></th>
<th>Complaints</th>
<th>Commendations</th>
<th>Total items</th>
</tr>
</thead>
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<tr>
<td>2005-6</td>
<td>2099</td>
<td>22</td>
<td>2121</td>
</tr>
<tr>
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<td>1161</td>
<td>12</td>
<td>1173</td>
</tr>
<tr>
<td>2007-8</td>
<td>data not available due to a data corruption issue</td>
<td></td>
<td></td>
</tr>
<tr>
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<td>3044</td>
<td>55</td>
<td>3099</td>
</tr>
<tr>
<td>2009-10</td>
<td>1705</td>
<td>49</td>
<td>1754</td>
</tr>
<tr>
<td>2010-11</td>
<td>1178</td>
<td>131</td>
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<td>1907</td>
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<td>1309</td>
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</tr>
<tr>
<td>2016-17</td>
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<td>45</td>
<td>1133</td>
</tr>
</tbody>
</table>
Dial-a-Ride (2)

Question No: 2018/1134

Caroline Pidgeon

Please set out the total amount of any performance related bonuses paid in any of the last three years to managers within Dial-a-Ride.

The Mayor

The total amount of performance related awards paid to eligible Dial-a-Ride employees for the previous three years is set out in the table below.

As managers and non-managers are eligible for performance related awards under the same scheme, information for these groups is not recorded separately.

Performance related payments for 2017-18 are being finalised.

<table>
<thead>
<tr>
<th>Performance Year</th>
<th>Total amount paid for performance related awards</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014-15</td>
<td>£65,303</td>
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<tr>
<td>2015-16</td>
<td>£80,886</td>
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<tr>
<td>2016-17</td>
<td>£61,600</td>
</tr>
</tbody>
</table>

Dial-a-Ride (3)

Question No: 2018/1135

Caroline Pidgeon

Further to your answer to question 2018/0317, do you stand by your statement and have evidence to justify the statement that Dial-a-Ride is ‘predominately an hoc booking service’?

The Mayor

*Officers are drafting a response which will be sent shortly.*
Dial-a-Ride (4)
Question No: 2018/1136
Caroline Pidgeon
What specific actions will you and TfL undertake over the coming year to make Dial-a-Ride a more accessible and used service than in the last financial year?

The Mayor

Transport for London (TfL) has planned a number of actions over the coming year to improve the accessibility and ease of use of all London’s assisted transport services, with Dial-a-Ride (DaR) in particular.

Though DaR remains a vital link for many Londoners, London’s transport is more accessible now than ever before, meaning some potential users may have their requirements met by TfL’s other services, such as its comprehensive and fully-accessible bus network.

Nevertheless, work is underway to ensure DaR is accessible to those who need it. TfL will be renewing the Dial-a-Ride vehicle fleet this year through the purchase of 90 new vehicles which will comply with the Ultra-Low Emission Zone requirements. Although the current fleet is clean and well-maintained, new vehicles will undoubtedly be more appealing to passengers.

Work continues to improve access to Dial-a-Ride by encouraging customers, where they are able, to get in touch using different communication channels, such as the internet as well as landline telephones.

TfL is also going to review the customer information available for Londoners who rely on assisted transport, so that they are more fully aware of the variety of different options available to them.

Publication of statistics on housing starts of affordable homes
Question No: 2018/1137
Caroline Pidgeon
On the 19 April 2018, the BBC website highlighted that the number of starts on building sites for affordable homes according to GLA statistics increased from 6,725 to 12,526 within a one period end, with the explanation for the sudden increase being “administrative reasons”. Will housing starts be fully and accurately recorded throughout the coming year and what changes are you making to ensure the accuracy of recording?

The Mayor

Officers are drafting a response which will be sent shortly.
Monitoring of broken traffic lights (1)
Question No: 2018/1138
Caroline Pidgeon
What steps does TfL take to inspect and ensure the proper working of traffic lights, or does it rely solely on broken lights being reported to them by the public?

The Mayor

98.1% of traffic signals are connected to Transport for London (TfL)'s central system, which automatically reports failures.

The 1.9% of signals not connected to the central system are inspected four times per year to ensure failures are identified and rectified.

In addition, all TfL roads are visually inspected for defects on any asset every one to four weeks. Each year, a comprehensive safety check is carried out at all traffic signals to check for non-visual issues.

Monitoring of broken traffic lights (2)
Question No: 2018/1139
Caroline Pidgeon
Has TfL investigated developing a computer programme that could remotely identify suspected broken traffic lights with inspections of specific lights triggered by repeated traffic disruption facing buses?

The Mayor

Transport for London already has an automated system to report failures at traffic signals. Information about bus speeds and bus patronage is also already used to prioritise the repair of traffic signal faults.
**Publication of Garden Bridge Trust minutes**  
**Question No: 2018/1140**  
**Caroline Pidgeon**  
I understand that on the 28 February 2018 the Garden Bridge Trust finally handed over minutes of its meetings. When will you ensure these minutes are finally published?

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

**Written response from the Mayor received 23/05/2018**

Written response for the Mayor

The minutes have now been published on the TfL website -  

**TfL's Taxi Delicensing Scheme**  
**Question No: 2018/1141**  
**Caroline Pidgeon**  
How many diesel taxis have been 'delicensed' under the delicensing scheme for the oldest taxis launched by TfL on the 28 July 2017.

The Mayor  
*Please see the attached Appendix 2018/1147.*

Devolution within the Criminal Justice System
Delays on the London Underground caused by litter

Question No: 2018/1142

Caroline Pidgeon

Following The Times newspaper report on the 1 May 2018 revealing that litter discarded in London Underground stations and trains has led to more than 120 hours of delays to services over the past three years, please set out what steps TfL is undertaking to reduce these delays and also the level of litter at London Underground stations.

The Mayor

Transport for London (TfL) maintains a rigorous cleaning programme at all of its stations to ensure a clean and safe environment for customers. This work has helped to reduce delays by over 40 per cent over the last decade.

In addition to the comprehensive cleaning regime, TfL runs frequent campaigns to remind customers to take their rubbish with them to help reduce delays, and is looking at installing bins at all stations to further reduce litter.

TfL has also completed a successful trial at Southwark Tube station by installing bins that are split to allow recycling of newspapers. Plans are being developed by TfL on how to roll out this approach to ensure as much waste is recycled as possible while keeping stations clear of litter.

Gospel Oak to Barking train line

Question No: 2018/1143

Caroline Pidgeon

Please state the precise date that four carriage electric trains will start to operate on the Gospel Oak to Barking train line.

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

Written response for the Mayor

I am very keen to see new London Overground trains in service on the Gospel Oak to Barking line as soon as possible, especially as Londoners have been very patient whilst the electrification works by Network Rail have been taking place.

Network Rail is still finalising the necessary safety testing for the newly-electrified line to allow the new trains to operate. The delivery of the new trains has also been delayed slightly by Bombardier Transport due to the need for further software development.

I have asked Transport for London to continue to work closely with Bombardier Transportation and Network Rail to ensure the new trains are able to enter service later this summer.
Addressing Educational Disadvantage (1)
Question No: 2018/1144
Jennette Arnold
Given the vital role played by experienced, well-trained teachers on addressing the attainment gap between students from disadvantaged backgrounds and their peers, can you update me on the progress of your work to support training and retaining for teachers in London?

The Mayor

My annual Schools for Success programme, a free professional development programme for London’s teachers, encourages schools to share good practice and professional development. The programme’s CPD element is system-led, delivered in conjunction with the teaching schools and boroughs.

Following on from the success of the London Schools Excellence Fund, which was set up to improve the quality of teaching in the capital, I have established a legacy fund to continue to support the 17 Subject Knowledge Hubs. Teachers from a range of schools have been given the opportunity to work together with subject and business experts, with a strong focus on the continual improvement of teachers’ subject knowledge and pedagogy. Collectively, the Hubs have supported over 900 schools, 16,000 teachers and 26,000 pupils across London.

Addressing Educational Disadvantage (2)
Question No: 2018/1145
Jennette Arnold
We need to ensure that diversity is reflected in London’s new teachers. How are you encouraging this?

The Mayor

Together with the London Teaching Schools Council and London schools, I have commissioned two pieces of detailed research into teacher supply and retention in London, to better understand the unique challenges for the school workforce in the capital, including analysis of existing London teacher demographics.

I have published a mapping tool to help potential teachers find the right trainee place in London and a web resource to highlight the great benefits of training and developing a teaching career in a London school. This is to inspire new and experienced teachers alike, and draw more of London’s diverse communities into the teaching workforce.

Through my Getting Ahead London programme I am supporting the next generation of headteachers. Recruitment has focused on attracting a diverse group of participants and coaches, with focus on BAME and women teachers, to ensure a diverse talent pool.
Financial Deficits in London schools
Question No: 2018/1146
Jennette Arnold

What is the Mayor doing to help put pressure on the government to address the increasing number of schools in London facing serious financial deficits?

The Mayor

Since I became Mayor I have fought for London schools raising my concerns about the proposed new funding formula at every opportunity. It is unacceptable that schools in every single one of the capital’s 33 local authorities will lose funding. I have met with the previous Secretary of State for Education, Justine Greening and written to the new Secretary of State for Education, Damien Hinds, and repeated my concerns about the levels of funding for London schools. The rising numbers of schools in financial deficit is alarming. I will continue to make the case for adequate funding for London schools and work closely with London Councils.

Moped Enabled Crimes
Question No: 2018/1147
Jennette Arnold

Please could you provide the number of moped enabled crimes by borough per month from April 2017 to date?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

Please see the attached Appendix 2018/1147.

Devolution within the Criminal Justice System
Question No: 2018/1152
Unmesh Desai

What role can the Memorandum of Understanding on devolution within the Criminal Justice System play in reducing youth re-offending in London?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

Improving outcomes for young offenders is a key priority within the MoU, with commitments including reviewing the use of custody and resettlement provision to develop more effective arrangements to reduce youth reoffending. The MoU also aims to improve outcomes for young offenders transitioning from youth to adult criminal justice services to ensure opportunities to end the cycle of offending aren’t missed due to the transition between services.
Tackling Modern Slavery
Question No: 2018/1153
Unmesh Desai
How will the 165 professionals that took part in a ‘train the trainers’ day within the Metropolitan Police aide the force to tackle modern slavery and County lines exploitation?

The Mayor

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

**Written response from the Mayor received 23/05/2018**

The training has provided professionals with knowledge of how to identify and respond to potential cases of modern slavery with a victim-centred and multi-agency approach. Attendees are now equipped with the knowledge and skills required to deliver the training to others in their area.

By training those who may come into contact with victims of modern slavery or county lines exploitation - such as NHS or local authority staff - the Met can be sure that there are even more eyes on the ground looking out for vulnerable individuals across London.
Interaction between City of London Police and the Met
Question No: 2018/1154
Unmesh Desai
What protocols or arrangements are in place for instances where the City of London Police undertake serious investigations (such as the recent homicide investigation) on behalf of the Metropolitan Police Service? (i.e. are pre-existing protocols in place or are these arranged specifically for the case? Are costs incurred by the Metropolitan Police Service?)

The Mayor

The Metropolitan Police regularly work with the City of London Police in all areas of crime from terrorism and knife crime to policing football matches and other large public events. The Metropolitan Police is working closely with both the City of London Police and the British Transport Police to tackle knife crime in the capital through Operation Sceptre.

The Metropolitan Police has established a protocol with the City of London Police where they can assist in serious crime investigations. Police forces across England and Wales often conduct investigations and reviews on behalf of each other in this way. Costs are covered in this protocol and are shared between the Metropolitan Police and City of London Police.

The four police forces with a presence in London (the Metropolitan Police, City of London Police, British Transport Police and the Ministry of Defence Police) have agreed how they will mobilise and share resources to respond to incidents faced by either one of them under a protocol called Operation Benbow. This mobilisation arrangement is well tested and provides the forces with timely additional resources to deal with civil emergencies and large scale public events.

Criminals pay no respect to police boundaries, and through effective joint working all forces work hard to keep the whole of London safe.
Police Officer voluntary resignations
Question No: 2018/1155
Unmesh Desai
How many voluntary police officer resignations were there in the years 2010, 2011, 2012, 2013, 2014, 2015, 2016 and 2017?

The Mayor

The table below shows the number of Police Officer resignations by calendar years for 2010 - 2017

<table>
<thead>
<tr>
<th>Year</th>
<th>Resignations</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>294</td>
</tr>
<tr>
<td>2011</td>
<td>319</td>
</tr>
<tr>
<td>2012</td>
<td>425</td>
</tr>
<tr>
<td>2013</td>
<td>459</td>
</tr>
<tr>
<td>2014</td>
<td>507</td>
</tr>
<tr>
<td>2015</td>
<td>607</td>
</tr>
<tr>
<td>2016</td>
<td>599</td>
</tr>
<tr>
<td>2017</td>
<td>652</td>
</tr>
</tbody>
</table>
Anti-Social Behaviour (ASB) in East London

Question No: 2018/1156

Unmesh Desai

Please can you provide the list of ASB incidents recorded by the Metropolitan Police Service in 2018 so far and in 2017 for Barking and Dagenham, Newham and Tower Hamlets?

The Mayor

The Metropolitan Police Service record the number of ASB calls received rather than the number of incidents as a measure of the volume of ASB taking place within London.

These figures are published publicly at both a borough and ward level by MOPAC within the Crime dashboard that can be accessed via the following link:


This dashboard is updated monthly with data spanning January 2014 to the most recent month. ASB is a mandatory priority for all London boroughs as set out within the Mayor’s Police and Crime Plan and the MOPAC performance framework.

Current performance within East London shows a clear downward trend in the number of calls received since the summer of 2017.

Hate Crime (1)

Question No: 2018/1157

Unmesh Desai

Please can you provide the sanction detection rate for the different categories of hate crime in the financial year 2017/18 (i.e. broken down by disability hate crime, racist & religious hate crimes and etc.)?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

In my Police and Crime Plan I pledged to take a zero-tolerance approach to Hate Crime in all its forms. The team in my Office for Police and Crime continue to work with the Metropolitan Police Service (MPS), voluntary sector and statutory agencies to encourage people to report Hate Crimes and ensure they have access to specialist support services.

The table below provides the data on the number of incidents, offences and sanction detection rates across all forms of Hate Crime. The MPS figures mirror the national trend of an increase across all sanction detection rates for Hate Crime. The data also evidences a marked increase in the number of incidents and notifiable offences across all categories. The smallest discrepancies of figures are between Anti-Semitic, Disability and Transgender Hate Crimes.
<table>
<thead>
<tr>
<th>Hate Crime Groups</th>
<th>Incidents</th>
<th>Notifiable Offences</th>
<th>Sanction Detections</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Hate Crimes Excluding Domestic Abuse</td>
<td>17815</td>
<td>19226</td>
<td>3601</td>
<td>18.7%</td>
</tr>
<tr>
<td>Racist and Religious Hate Crime</td>
<td>15604</td>
<td>16942</td>
<td>3320</td>
<td>19.6%</td>
</tr>
<tr>
<td>Racist Hate Crime</td>
<td>14384</td>
<td>15676</td>
<td>3168</td>
<td>20.2%</td>
</tr>
<tr>
<td>Faith Hate Crime</td>
<td>2391</td>
<td>2500</td>
<td>355</td>
<td>14.2%</td>
</tr>
<tr>
<td>Homophobic Hate Crime</td>
<td>1941</td>
<td>2091</td>
<td>343</td>
<td>16.4%</td>
</tr>
<tr>
<td>Islamophobic</td>
<td>1571</td>
<td>1667</td>
<td>251</td>
<td>15.1%</td>
</tr>
<tr>
<td>Anti-Semitic</td>
<td>512</td>
<td>518</td>
<td>67</td>
<td>12.9%</td>
</tr>
<tr>
<td>Disability Hate Crime</td>
<td>442</td>
<td>443</td>
<td>31</td>
<td>7.0%</td>
</tr>
<tr>
<td>Transgender Hate</td>
<td>174</td>
<td>174</td>
<td>11</td>
<td>6.3%</td>
</tr>
</tbody>
</table>

Note 1: A Hate Crime can have more than one hate flag attached to it. E.g. an assault could have both a homophobic and disability element. This crime would be included in the homophobic offence count as well as in the disability offence count. Therefore, adding up all the hate crime categories may result in multiple counting of a single offence.

Note 2: Hate Crime Flags can be added or removed daily to live reports on the Crime Recording System during the course of the investigation. Therefore, the officially published Financial Year end (frozen) data that the MPS submits to the Home Office will provide the most accurate information.

**Hate Crime (2)**

**Question No: 2018/1158**

Unmesh Desai

Please can you provide the number of incidents and number of crimes for the different categories of hate crime in the financial year 2017/18 (i.e. broken down by disability hate crime, racist & religious hate crimes and etc.)?

**The Mayor**

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

**Written response from the Mayor received 23/05/2018**

Please see my response to MQ 2018/1157
Immigration Status (1)
Question No: 2018/1159
Unmesh Desai

You have previously expressed concerns with regards to a case in which a young woman who had been a victim of rape, got in contact with the Metropolitan Police Service (MPS) to report the incident and was later arrested on immigration charges. What advice have you given the MPS in order to ensure that all victims of crime have the confidence to come forward regardless of their immigration status?

The Mayor

Victims of sexual abuse or exploitation have already suffered unimaginable distress at the hands of their perpetrators, and the Havens are an invaluable asset as we strive to improve the support available to all victims to help them cope, recover and find justice.

Following the incident you are referring to I raised the issue with the Met. They have now published guidance to officers advising that when a person is reported as a victim, any doubts about their legal status in the UK will only result in immediate arrest where there is intelligence that the person poses a risk of harm to a specific individual or wider group.

Immigration Status (2)
Question No: 2018/1160
Unmesh Desai

What is the current policy of the MPS with regards to referring victims of crime to the Home Office over instances in which the police have concerns over a person’s immigration status?

The Mayor

The sharing of information by the Met with the Home Office is assessed on a case by case basis and should only occur where police have a genuine concern that an individual is in the country illegally. The primary focus, however, should always be the needs of the victim or witness.

Immigration Status (3)
Question No: 2018/1161
Unmesh Desai

In the past financial year, how many victims of crime were referred to the Home Office due to concerns over their immigration status (if possible, please provide a list of the crimes committed against the victims)?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

The Met does not collate this data.
Northern Line noise (1)
Question No: 2018/1164
Andrew Dismore
I am getting increasing numbers of complaints from residents about noise from the Northern Line due to the relaid track and wear on the rails caused by automation. TfL are taking far too long to respond to these complaints, and even worse are telling residents that there is nothing that can be done and in effect the residents have to put up with it. Do you think this is fair; and if not will you get a grip on this problem and sort it out?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

Transport for London (TfL) engineers aim to get back to residents within a week to arrange a site visit.

Tube noise is something I and TfL take very seriously and I know that TfL is doing as much as it can to reduce noise levels on a site by site basis. Since the introduction of Night Tube, TfL has installed over 11,000 resilient track fastenings at the worst affected sites and re-railed multiple sites to reduce the noise experienced by residents living close to London Underground lines.

There are many sites across the network where due to the age of the track infrastructure and current technology it is not always possible to reduce the noise levels to the standards that residents would like. There are sites where there is currently no technology to effectively reduce the noise levels. I have asked TfL to continue to work with suppliers and academics to address this.

Northern Line noise (2)
Question No: 2018/1165
Andrew Dismore
It is becoming apparent that the installation of noise damping pads on Northern Line track is not working. Homes near Mornington Crescent, for example, have seen noise levels increase to even more unacceptable levels. What will you do about it?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

Noise readings taken at homes show that at most sites where TfL has installed resilient track fastenings, noise has reduced by over 10dB. TfL will continue to review individual cases but evidence of using resilient track fastenings shows that they are effective at reducing ground borne noise.
Northern Line noise (3)

Question No: 2018/1166

Andrew Dismore

Track corrugation in Northern Line tunnels is getting worse due to automated train operation causing braking at exactly the same points near stations, increasing noise nuisance. What will you do about it?

The Mayor

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

Written response from the Mayor received 23/05/2018

Automation exacerbates rail corrugation at certain sites but it is not the sole cause of it. Transport for London (TfL) is working with suppliers on developing a long-term, cost-effective solution to manage rail corrugation. I have asked TfL to provide you with an update.

Private hire drivers: suspensions and revocations of licences.

Question No: 2018/1167

Andrew Dismore

An issue that is causing a great deal of concern to private hire drivers, is the way TfL is imposing suspensions and revocations of licences with no respect for natural justice and no hearing or right to submit a written response to an allegation. To have a suspension lifted or revocation overturned, drivers have to pay a court fee of £250.00 for the privilege. Do you consider it is acceptable for TfL to suspend drivers’ licences before any investigation takes place, leaving them without a salary and only having any subsequent appeal heard in a Magistrates Court; and if not, will you ensure revised procedures are put in place to enable drivers to have a fair hearing first?

The Mayor

Transport for London’s (TfL) primary concern is public safety. Examples of where TfL may suspend or revoke a private hire driver’s licence include: where it receives details of a criminal conviction; it is not satisfied that the driver is fit and proper for any other reason; or if the driver has failed to comply with a licence condition or statutory obligation.

In most cases, drivers are given the opportunity to explain themselves before a final decision is taken. Only in the most serious cases would TfL immediately revoke a licence without giving a driver this opportunity, in which case a driver would need to appeal to a magistrates’ court.

Any such decision is not taken lightly and all available evidence and information is taken into account.
River safety
Question No: 2018/1168
Andrew Dismore
Whilst the London Resilience Forum deals with the immediate operation and response to river incident high risks, do you agree that boroughs need to engage in day to day proactive river safety such as river side and bank design specifically linked to preventing self-harm; public rescue equipment; and access and egress to the foreshore, through their local risks assessments and managed via their Community Safety Partnerships?

The Mayor

The London Resilience Partnership’s coordination arrangements are the basis of a multi-agency response to an incident on the River Thames. The Thames Resilience Panel offers an opportunity for members of the resilience partnership with responsibility towards the river to share information. In order to reduce the number of accidental and deliberate drownings in London, it is essential that water safety requirements are addressed through a multi-agency, and multi-level approach. Local boroughs need to determine which partnership forum this issue best sits with and I would encourage them to do so.

At a pan-London level, there are partnership boards that aim to reduce risk, for example the Tidal Thames Water Safety Forum, which is chaired by HM Coastguard. This is also being implemented on a wider basis through the London Water Safety Forum which is chaired by the RNLI. London Fire Brigade is represented on both groups and also leads on a range of drowning prevention and water safety activities and projects to increase safety throughout London.

CS11 and local major developments
Question No: 2018/1169
Andrew Dismore
I have been receiving a lot of correspondence about the proposed CS11 and its likely impact on the local community, given major construction developments in the area. Where do you consider the construction traffic flows will go; and will you give a progress report on the CS11 scheme?

The Mayor

Construction for CS11 will begin at Swiss Cottage in July, and Transport for London (TfL) will write to all affected residents and businesses in advance of the start date.

TfL has been working closely with stakeholders, including the London Borough of Camden, HS2 Ltd and the developers of 100 Avenue Road among others, to coordinate works and minimise disruption to the local community.

There is expected to be a low number of construction vehicles relating to the CS11 works in operation each day and these will be routed via main roads, primarily outside peak travelling hours.
Unreliable 13 bus  
**Question No:** 2018/1170  
**Andrew Dismore**  
I continue to get correspondence from residents about their latest bad experiences with the unreliable 13 bus, despite assurances from TfL that they are dealing with it. It is now over a year since the current operator took over the route, and this operator seems to be incapable of providing an efficient and reliable service. Will you look into this and get this service sorted out once and for all?

**The Mayor**

TfL is aware of complaints about the 13 bus and the operator has put in place an action plan to improve the reliability of the service.

This has included support for drivers from managers along the route and creation of a new post of business operations manager to monitor customer experience.

The latest assessments have shown an improvement in performance in the first two weeks of April. Performance levels did drop in the second half of the month, partly as a result of disruption caused by the Commonwealth Heads of Government meeting and the impact of work at Baker Street and Henlys Corner.

TfL will continue to monitor the service closely to ensure standards continue to rise.

Restaurant tips  
**Question No:** 2018/1171  
**Andrew Dismore**  
TGI Friday's has faced the first strike over tips in the UK in an escalation of a row between waiters and the restaurant chain. Do you think it is wrong for restaurants in London not to distribute tips in full to staff; and do you agree that tips should not be used to subsidise low pay?

**The Mayor**

Tips or gratuities should always be passed on by employers to staff in full, and the use of tips to subsidise low pay (for example, to take an employee or worker over the National Minimum/Living Wage threshold) is entirely wrong and unacceptable.

Tackling low pay is the key way of reducing in-work poverty across London. I want to make London a Living Wage city, in which all workers are paid fairly: a real London Living Wage for every working Londoner. My Good Work Standard will encourage and support employers to implement the very best work practices, including paying their staff the London Living Wage.
Legal aid and advice organisations
Question No: 2018/1172
Andrew Dismore
Workers in legal aid and advice organisations are at breaking point according to a survey undertaken by their union at over 30 Advice Centres, Law Centres and Citizens Advice Bureaux, which found that over three quarters (77 per cent) of staff reported an increase in their workload because of increased demand and cuts in staff. 35 per cent of organisations’ volunteers are increasingly required to undertake work previously performed by paid staff. What do you think needs to be done to help London’s advice services?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

Advice centres, law centres and pro-bono units provide an invaluable service to some of London’s most vulnerable citizens.

As the Government’s austerity policy continues to restrict and reduce the resources available, it is crucial that advice agencies are able to secure the limited funding that is still available. To assist them my team are hosting data surgeries to share skills on recording and measuring impact - a key part of applying for and retaining funding. I have also met with civil society groups to understand how the GLA can make their funding opportunities more visible and accessible to the sector.

I have committed to launch an online portal to provide advice and guidance to European Londoners on obtaining settled status post Brexit. I am keen to extend this approach to other areas where Londoners can be helped to understand their rights and take action to exercise them.
Business rates in London
Question No: 2018/1173
Andrew Dismore
This April business rates increased and according to the Federation of Small Businesses, many small businesses in London will have seen their business rates increase upwards of 20 per cent. What support are you providing to small businesses to help them to stay in London?

The Mayor

Business rates are affecting London small businesses in different ways, dependent upon a range of factors like geography, sector or the type of office they rent.

Through the London Growth Hub I am funding a range of projects that provide advice and guidance to small businesses to ensure their business remain in London.

The London Enterprise Action Partnership (LEAP), which I chair, has commissioned the Workspace Board to do research to identify how small businesses based in shared offices are being affected by the revaluation and identify recommendations on how it can be mitigated.

I continue to lobby Government on key issues within its control that affect SMEs, including Business Rates. In the long term a more radical reform of the business rates system is needed to introduce a separate devolved revaluation system for London which reflects its higher property rents. I am pushing for the administration of business rates to be fully devolved to London government prior to the revaluation in 2021 similar to the arrangements already in place in Scotland, Wales and Northern Ireland. We cannot allow the huge rises seen by London firms last April to be repeated again - and this could be avoided if the Government fully devolved decisions over business rates to London Government.
ESOL in London

Question No: 2018/1174

Andrew Dismore

What progress has been made addressing the barriers to ESOL training since your report 'Mapping ESOL Provision in Greater London'?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

Since last year’s report I have launched my strategy for social integration, highlighting my commitment to removing barriers for those who want to improve their English language proficiency. As a first step to this, I have launched ESOL Plus investing in a series of pilots in partnership with community groups, charities and employers to improve the suitability and availability of ESOL. The first of these pilots will seek to address barriers for learners with childcare responsibilities.

I will also seek to address practical barriers to ESOL learning through devolution of the Adult Education Budget by identifying new and more diverse sources of investment and innovative approaches to strategic planning and commissioning of ESOL. More information will be included in my Skills for Londoners Strategy launching this June.

Zero-hour contracts (1)

Question No: 2018/1175

Andrew Dismore

The number of zero-hour contracts in London has increased from 118,000 at the end of 2016 to 121,000 by the end of 2017, despite the declining overall figure for the UK. What do you think is driving this increase?

The Mayor

According to the GLA Economic Evidence Base 2016 the numbers of Londoners on zero hours contracts in 2015 was five times higher than in 2008 at the start of the recession. However zero hours contracts still represent a relatively small proportion of all jobs in London while their prevalence in London is also lower than nationally. Further over the years 2016-17 both London and the UK saw a growth in employment.

Four in ten Londoners working on zero-hour contracts want to work more hours. And while for some worker the flexibility that zero-hours contracts offer can be a benefit, too often this practice is used exploitatively.
Zero-hour contracts (2)

Question No: 2018/1176

Andrew Dismore

There are often negative news stories, related to workers’ rights, about employers that use zero-hour contracts. How will you encourage employers of zero-hour contracts to sign up to your Good Work Standard?

The Mayor

My Good Work Standard is an initiative to recognise and encourage employers of all sizes and types to implement the very best employment standards by improving pay and working conditions for all people. The exploitative use of zero-hours contracts will not be compatible with my Good Work Standard. Where zero-hours contracts are in use they should be used responsibly and to offer flexibility for both the employer and the worker.

Apprenticeships

Question No: 2018/1177

Andrew Dismore

The Government’s approach to apprenticeships does not appear to be working in London as many businesses are not making full use of the Apprenticeship Levy or are using the funding for apprenticeships in sectors that offer little progression and low-pay. What action needs to be taken to improve apprenticeships policy to ensure London has the skills that it requires?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

In principle, the apprenticeship levy provides an opportunity to increase investment in skills and improve social mobility in London. However, apprenticeship starts have gone down in the capital since its introduction last April.

I continue to call for the ringfencing and devolution of apprenticeship levy funds to ensure London’s levy contributions are spent on meeting the city’s complex skills needs. In the meantime, I am working with businesses and Londoners to increase the number of quality apprenticeship opportunities in the capital. This includes the development of pilot programmes to promote apprenticeships to businesses in London’s key sectors.
Tate Collective  
Question No: 2018/1178  
Andrew Dismore  
Do you welcome the Tate’s new scheme to reduce the price of exhibition tickets for young people aged between 16 and 25, and what discussions is your Deputy Mayor for Culture having with other London institutions to facilitate visits from young adults?

The Mayor  

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018  
In my draft Culture Strategy Culture for all Londoners, I set out my vision for more young people to experience and create culture in their city. I welcome Tate’s new initiative to reduce the price of tickets for young Londoners; my Culture Team are already working with the Tate Collective to champion young female talent as part of my campaign Behind Every Great City.

My London Borough of Culture programme is investing £4.54million to support eight boroughs across London, which will provide free and accessible events for all Londoners including young people. A wide range of London’s leading cultural institutions will help the winning boroughs to realise their vision, including the Barbican, the Museum of London and the Roundhouse.

My Deputy Mayor for Culture and Creative Industries and my Culture Team are also in discussions with key arts organisations to pilot a scheme later this year to provide cultural discounts for young people.

Customs Union  
Question No: 2018/1179  
Andrew Dismore  
Following the Government’s recent reiteration that they do not intend to remain in the Customs Union, how are you keeping pressure on the Government to persuade them that remaining in the Customs Union will be beneficial for London’s economy?

The Mayor  

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018  
I continue to press Government to reconsider its unwise outright rejection of the UK remaining in the EU Customs Union. Staying in the Customs Union is an essential element of guaranteeing frictionless trade between the UK and the EU after Brexit. Any new tariff or non-tariff barriers placed in the way of UK/EU trade in goods will have a significant impact on London businesses, and their supply chains.

Remaining in the Single Market is equally important, if not more so; to ensure London’s enormous trade in services with Europe can continue unhindered.
Employment in the culture sector

Question No: 2018/1180

Andrew Dismore

Low pay and poor working conditions are common in the cultural industry. How will the Mayor ensure that the organisations he works with through his Culture Strategy comply with the aspirations set out in the Good Work Standard, for example by paying the London Living Wage?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

In my draft Culture Strategy Culture for all Londoners, I set out my vision to ensure every Londoner can engage with the city’s vibrant cultural offer and take up a creative career if they so choose. Jobs in the creative economy are growing four times faster than the economy average and whilst there are many fulfilling jobs, there can be barriers to accessing the industry; including low pay at entry level.

My Good Work Standard will aim to tackle inequality and unfairness in London. There are already many creative organisations like the Museum of London and Burberry who pay the Living Wage. I will champion and promote the Good Work Standard, including paying the London Living Wage, across all organisations that help me deliver my vision for culture in the capital.
Fire deaths
Question No: 2018/1181
Andrew Dismore
How many deaths from fire in London have there been this calendar year so far; and how many were there in the similar period last year?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

There have been 23 fatalities in fires in London in the four months January and April 2018. While these are recorded as fire deaths according to LFB’s evidence, it is important to note that some inquests are still pending and it is for the Coroner to determine whether or not fire was the cause of death.

There had been 14 fatalities in fires in London in the same period in 2017. Fire death numbers fluctuate on a year by year, month by month, basis. London Fire Brigade uses a ten-year rolling figure to show the underlying trend in fire deaths numbers over the years, and sets targets based on this ten-year trend.

Fatalities by month for these periods is as follows:

<table>
<thead>
<tr>
<th></th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>5</td>
<td>5</td>
<td>1</td>
<td>3</td>
<td>14</td>
</tr>
<tr>
<td>2018</td>
<td>4</td>
<td>8</td>
<td>6</td>
<td>5</td>
<td>23</td>
</tr>
</tbody>
</table>

Fire safety post Grenfell
Question No: 2018/1182
Andrew Dismore
In an open letter, a number of leading fire safety experts and building industry bodies have urged the Government to introduce immediate changes to standards without waiting for the Grenfell Fire inquiry to conclude, calling for an immediate change in the law requiring all high-rise and high-risk buildings to be fitted with sprinklers, that only non-combustible cladding and insulation be installed on tower blocks, and for all new buildings to be required to have alternative escape routes: do you support their calls?

The Mayor

Officers are drafting a response which will be sent shortly.
Policing at West Ham matches 1
Question No: 2018/1183
Andrew Dismore
Who is paying for the extra stewarding and policing at West Ham home games?

The Mayor

Officers are drafting a response which will be sent shortly.

Policing at West Ham matches 2
Question No: 2018/1184
Andrew Dismore
What was the cost to the taxpayer of the policing of the West Ham vs Burnley match?

The Mayor

Officers are drafting a response which will be sent shortly.

Financial inclusion (1)
Question No: 2018/1185
Andrew Dismore
Further to your response to the Economy Committee’s report ‘Short changed- the financial health of Londoners’, what discussions have you had with central Government to conduct a comprehensive national survey to assess financial inclusion and gather evidence to better understand the scale of the problem in London?

The Mayor

Officers are drafting a response which will be sent shortly.

Financial inclusion (2)
Question No: 2018/1186
Andrew Dismore
Further to your response to the Economy Committee’s report ‘Short changed- the financial health of Londoners’, what discussions have you had with London boroughs about financial inclusion to share their learning and best practice?

The Mayor

Officers are drafting a response which will be sent shortly.
Financial inclusion (3)
Question No: 2018/1187
Andrew Dismore

Further to your response to the Economy Committee’s report ‘Short changed- the financial health of Londoners’, what discussions have you had with education providers and the technology sector to explore options for improving the financial health of Londoners?

The Mayor

Deputy Mayor Rajesh Agrawal met with Innovate Finance to discuss technology and how fintech can support the financial health of Londoners.

Officers continue to liaise with the tech and fintech sector to identify how new technologies can improve the ability of Londoners to manage their own money.

Later this year the Mayor’s TechInvest programme will explore running an event focusing on supporting impactful fintech firms to get investment and to scale their solutions.

I also am currently finalising plans for a summit at City Hall that would bring together local authorities, education providers, banks, charities and technology companies to identify how City Hall can best support partners in addressing these challenges.

Financial inclusion (4)
Question No: 2018/1188
Andrew Dismore

Further to your response to the Economy Committee’s report ‘Short changed- the financial health of Londoners’, when do you expect to carry out a survey of young Londoners to assess the level of financial inclusion in London?

The Mayor

Please see my response to MQ 2018/0955

Financial inclusion (5)
Question No: 2018/1189
Andrew Dismore

Further to your response to the Economy Committee’s report ‘Short changed- the financial health of Londoners’, what discussions have you had with the LEAP to explore both the need and potential for asking the Government to extend the operating hours of National Business Support Helpline?

The Mayor

Officers are drafting a response which will be sent shortly.
**Written response from the Mayor received 23/05/2018**

The Department for Business, Energy and Industrial Strategy (BEIS) is currently consulting LEPs on the service specification for the National Business Support Helpline, ahead of reprocuring for the service later in the year.

The London Growth Hub has provided us with an hour by hour breakdown of all contacts received by the helpline for the London LEAP area for 2017/18, which is included below. This does not capture missed calls when the service is closed but does show some demand via email during the evening. The Growth Hub team will be happy to discuss any evidence you have on the Helpline needs to be opened for extended hours, and if this evidence is compelling, I will ask that the LEAP includes this in their response.

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Financial inclusion (6)
Question No: 2018/1190
Andrew Dismore
Further to your response to the Economy Committee’s report ‘Short changed- the financial health of Londoners’, what discussions have you had with credit unions in London to promote the awareness and take-up of affordable credit products and debt advice services in London?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

I am a long-time supporter of the credit union movement, I believe that they offer an important finance alternative, and have demonstrated how important their services can be for people on low incomes, or who struggle to manage their financial health. It is for these reasons I have made clear that my Good Work Standard will promote credit unions to the employees of the businesses who sign up. My officers have met with representatives of credit unions to inform the development of the Standard.

Financial inclusion (7)
Question No: 2018/1191
Andrew Dismore
Further to your response to the Economy Committee’s report ‘Short changed- the financial health of Londoners’, what work is your Chief Digital Officer and your Smart London Board undertaking to improve digital connectivity in London?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

The GLA’s Connected London programme has a comprehensive work programme to guide collaboration between City and boroughs, coordinating investment and establishing common practice for the first time for full fibre and mobile connectivity, the latter preparing the ground for the adoption of 5G.

The programme is delivered by the Mayor’s Connected London team which reports to the Chief Digital Officer.

Further detail will be provided in the upcoming Smart London plan.
Financial inclusion (8)
Question No: 2018/1192
Andrew Dismore
Further to your response to the Economy Committee’s report ‘Short changed - the financial health of Londoners’, what discussions have you had with leading cash machine networks to encourage them to share their data and assist in mapping of their provision in London?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

I recently wrote to the Chair of LINK encouraging him to consider this proposal. My officers have since had a meeting with a representative of LINK to discuss this further, as well as how City Hall might assist LINK in measuring how effectively the current provision of ATMs supports target communities in the capital. Discussions are ongoing.

Financial inclusion (9)
Question No: 2018/1193
Andrew Dismore
Further to your response to the Economy Committee’s report ‘Short changed - the financial health of Londoners’ what action are you taking as Mayor of London to collect the data on the number of vulnerable Londoners, for example victims of domestic abuse or people with disabilities, who might not have access to a bank account?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

In addition to the survey I have conducted of young Londoners’ financial capability and education, I will be suggesting to the Government that they conduct a localised, representative survey of households on their activities and interactions with financial providers to help determine the scope and scale of financial exclusion in London, and inform the policies of City Hall and others.
Police Sanction Detection Rates
Question No: 2018/1194
Len Duvall
What impact has the rise in crime had on the workload of officers working in the Metropolitan Police Service?

The Mayor

The relationship between rising demand and workload is very complex. During the last 12 months the Metropolitan Police Service (MPS) has undertaken considerable work to remove unwarranted demand. This has been coupled with new ways for members of the public to report crime and the introduction of a standardised method of assessing how a crime should proceed under the Crime Assessment Principles. These measures taken together have allowed officers more time to concentrate on investigating.

Looking at overall crime also masks differences in complexity and the resources required. When considering Total Notifiable Offences, criminal damage is effectively counted the same as a complex murder.

However, the rise in serious violence has had a considerable impact on both Territorial Policing and Specialist staff. For example, increases in homicide have made greater demands on response units as they manage the initial incident and the homicide unit as they conduct the investigation. This is similar for knife violence, terrorism and large-scale incidents like Grenfell.

Electric charging points
Question No: 2018/1195
Florence Eshalomi
As the Mayor plans to establish London's taxi fleet as the greenest in the world and to phase out diesel, could he provide details of how many Rapid Charging points there will be a) across London, b) in Southwark and c) in Lambeth by December 2018?

The Mayor

Transport for London (TfL) plans to have 150 rapid charge points fully operational across London by December 2018. In addition, 24 rapid charge points have been delivered to date by independent providers and we expect more to follow.

TfL is working closely with the London boroughs and private land owners. It has identified 14 potential rapid charge point locations in Lambeth and two in Southwark for delivery by December 2018. There are already eight rapid charge points operational in Southwark. Potential sites are subject to feasibility assessments, town planning and new electricity connectivity, making it difficult to forecast precisely how many sites will become operational in individual boroughs by December 2018.

The locations of rapid charge points can be found on the TfL website: https://tfl.gov.uk/modes/driving/electric-vehicles-and-rapid-charging
Land Compensation Rules
Question No: 2018/1198
Nicky Gavron
Centre for Progressive Policy think-tank has recommended (https://www.planningresource.co.uk/article/1462306/call-land-compensation-rules-change-boost-housebuilding-rate) that Land compensation rules should be changed to allow local authorities to capture the uplift in land values that result from planning permission. Would you support such a change to the rules?

The Mayor

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

Rail Freight Strategy
Question No: 2018/1199
Nicky Gavron

The Mayor

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

The London Freight Data Report
Question No: 2018/1200
Nicky Gavron

The Mayor

*Officers are drafting a response which will be sent shortly.*
**Notting Hill Gate Step Free (1)**

**Question No: 2018/1201**

**Nicky Gavron**

Your Stage 1 report ([https://www.london.gov.uk/sites/default/files/dp3109astg1.pdf](https://www.london.gov.uk/sites/default/files/dp3109astg1.pdf)) on the Newcombe House Planning application says, “The applicant has been involved in discussions with London Underground on the previous application and terms had been agreed for the s106 as well as the associated arrangements for the delivery of the works. The cost of providing the space, the required structure and fitting out of the step-free access is estimated at £5.2M and should be delivered by the developer.” Is this £5.2m cost still accurate and will London Underground be required to provide funding to make the eastbound platform of the station step free?

**The Mayor**

There is an obligation in the developer’s (Brockton) Section 106 agreement with the Royal Borough of Kensington & Chelsea to provide step-free access to the southbound platform of the District and Circle lines.

Regardless of the final cost, Brockton is obliged to enter into a Development Agreement with Transport for London (TfL) to fund and deliver these works in their entirety. TfL, therefore, has no budget allocated towards this scheme.

**Notting Hill Gate Step Free (2)**

**Question No: 2018/1202**

**Nicky Gavron**

Your Stage 2 report ([https://www.london.gov.uk/sites/default/files/3109a.pdf](https://www.london.gov.uk/sites/default/files/3109a.pdf)) on the Newcombe House Planning application says, “This would provide the leverage to negotiate for the provision of SFA to the northbound platform as part of the proposals on the adjacent David Game House site.” What is the estimated cost of providing the space, the required structure and fitting out of the step-free access to ensure that the Northbound platform becomes step free?

**The Mayor**

The likely location for a lift to the northbound platform of the District and Circle lines is directly under David Game House. It would not be possible to install it without either purchasing the property or working with the landowner to have the facility included within a future redevelopment of the building.

In the autumn of 2015, a feasibility assessment identified a number of possible engineering options for building a lift to the northbound platform. The assessment was limited in scope so there may also be other feasible ways of building a lift, which have not yet been looked into. So far none of the options identified have been costed.

At present, there is no Transport for London (TfL) funding available to investigate this further. TfL will work with the Royal Borough of Kensington & Chelsea to realise step-free access should any future development of the site be considered.
Tall Buildings (1)
Question No: 2018/1203
Nicky Gavron
Is the GLA using 3D modelling techniques that are now available for all schemes reviewed by the Mayor, to ensure that valuable views and proximity to heritage assets are preserved intact for future generations? What progress has been made in setting up the skilled Design Review Panels across the Boroughs to underpin the Local Authorities planning staff’s work?

The Mayor

3D modelling is becoming an increasingly important part of assessing the impact of new development on protected views as well as the surrounding townscape. My officers are exploring options for using 3D data from planning applications in a 3D model of London to help with this process.

Recent GLA surveys have confirmed that approximately two thirds of London boroughs have design review provision in place, with more on the way. This is either through borough-managed panels or outsourced. I launched a Charter for design review last September to help ensure a consistent approach across London, and my Good Growth by Design Programme is offering support from GLA staff and my Mayor’s Design Advocates to boroughs who wish to establish a panel.

Tall Buildings (2)
Question No: 2018/1204
Nicky Gavron
Could the Mayor please confirm that the GLA has been investigating in depth the effect that Tall Buildings have on the environment, to ensure that the highest standards of scrutiny are in place when Planning Applications are brought forward.

The Mayor

*Officers are drafting a response which will be sent shortly.*
Tall Buildings (3)
Question No: 2018/1205
Nicky Gavron
Can the Mayor confirm that sensible alternatives to Tall Buildings are being examined routinely prior to consideration of the Tall Building option for a specific site?

The Mayor

My new draft London Plan requires boroughs to determine where tall buildings may be an appropriate form of development and to consider the impact of tall buildings both within plan making and in deciding development proposals.

Each development proposal that is referred to me is assessed on its own merits, taking into account the specific characteristics of the application site including townscape context, accessibility to public transport and site area. The majority of applicants with proposals that include tall buildings engage in pre-application advice with the local planning authority and the GLA planning team which involves discussing their design rationale and explaining their massing and heights strategy. As part of this discussion, applicants are asked to demonstrate how their proposal addresses both the immediate and wider context of the development site.

Tall Buildings (4)
Question No: 2018/1206
Nicky Gavron
Could the Mayor confirm whether the GLA is requiring proof of extended longevity for Tall Buildings, in light of their anticipated far greater cost for maintenance?

The Mayor

My draft London Plan requires that the materials used for tall building developments are of an exemplary standard to ensure the appearance and architectural integrity of the building is maintained through its lifespan. It also requires that tall buildings should be serviced, maintained and managed in a manner that will preserve their safety and quality, and that servicing, maintenance and building management arrangements should be considered at the start of the design process.

My draft Isle of Dogs & South Poplar Opportunity Area Planning Framework also recommends that Local Authorities secure Housing Management Plans alongside Housing Management Forums to address issues relating to maintenance in high density new builds.

Tall Buildings (5)
Question No: 2018/1207
Nicky Gavron
What is the average annual Service Charge for a typical 20-40 meter Tall Building?

The Mayor

Officers are drafting a response which will be sent shortly.
Mid-rise Buildings
Question No: 2018/1208
Nicky Gavron
Could the Mayor please confirm whether the GLA has been talking to the Outer London Boroughs regarding developing appropriate new mid-rise typologies that could greatly boost the housing numbers in a short period of time and reflect London’s unique architectural identity?

The Mayor

A range of housing typologies will need to be built to provide the housing Londoners need. To guide boroughs on best practice in housing design I will be producing Supplementary Planning Guidance. This guidance will illustrate a range of housing typologies that can be developed across London to deliver a high quality housing and will include mid-rise typologies.

My officers are also working in partnership with outer London boroughs such as Bexley on several Opportunity Areas to establish a range of appropriate typologies to accommodate future growth, including the use of mid-rise and mansion blocks.

Flats that are marketed, but not selling
Question No: 2018/1209
Nicky Gavron
Could the Mayor please present his thoughts regarding the future of the many unsold luxury flats that have now reached the market. Will he be imposing any specific measures on the owners/developers of these empty flats?

The Mayor

Officers are drafting a response which will be sent shortly.

Social rented units in Tall buildings
Question No: 2018/1210
Nicky Gavron
What is the total number of units in tall buildings given permission by the Mayor since the start of his Mayoralty, and what proportion of these units are at social rent?

The Mayor

Officers are drafting a response which will be sent shortly.
Air Pollution from Building Sites
Question No: 2018/1211

Nicky Gavron
Planning conditions should be used to cut air pollution from building sites, according to proposals in a new Welsh Government draft framework on the introduction of clean air zones. What do you think of the proposals and do you have plans to introduce similar measures in London?

The Mayor

In my draft London Plan policy SI1 (4) I have already proposed that development proposals must demonstrate how they plan to comply with the Non-Road Mobile Machinery Low Emission Zone and reduce emissions from the demolition and construction of buildings following best practice guidance. London Boroughs will then be responsible for imposing the relevant planning conditions.

The Welsh Government’s draft framework is consulting on recommendations that planning conditions are used to ensure that construction machinery meets a minimum emissions standard within Clean Air Zones. I am pleased to see the Welsh Government following our lead in tackling this important source of emissions.

However, planning conditions alone are far from ideal to drive pollution reductions from construction machinery, which is why I have asked the Government for greater powers to address emissions from this sector, alongside a DVLA-style national database for NRMM.
Natural Capital Accounts for Public Green Space in London

Question No: 2018/1212

Nicky Gavron

Following the publication of Natural Capital Accounts for Public Green Space in London study in November 2017, the report’s authors Vivid Economics, have embarked on a project to create a toolkit to assess the economic value of all urban green infrastructure. What plans, if any, do you have to become involved in the project to ensure that the toolkit will be as useful as possible to the GLA and the boroughs when considering how green infrastructure fits into the fabric of London?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

The Natural Capital Accounts for Public Green Spaces in London was commissioned by the Mayor, National Trust and Heritage Lottery Fund to highlight the economic value of the benefits provided by London’s public parks and green spaces. It showed that for every £1 spent by local authorities and their partners on public green space, Londoners enjoy at least £27 in value.

Vivid Economics, in partnership with Exeter University and Barton Wilmore have now secured a £1 million grant from Innovate UK to develop an online toolkit for local authorities and developers to assess the economic benefits of green infrastructure to help make informed decisions about funding and investment.

The Greater London Authority and the Old Oak and Park Royal Development Corporation supported the grant proposal. Now the grant has been awarded we will be working with Vivid Economics and the consortium partners to develop and validate the toolkit.
Solving Planning Problems  
**Question No: 2018/1213**  
**Nicky Gavron**

Please give me your views on the following planning policies advocated by the Adam Smith Institute. First, create a new right to build as high as the tallest building on your street. Second, let streets vote to allow every property to add an extra two floors. Third, allow development on green belt land that is within ten minutes' walk of a railway station and, in the southeast, within 45 minutes' travel time of Transport for London's zone 1.

The Mayor

I believe a plan-led approach to development is the best way to sustainably deliver the homes and employment space needed in London. Incremental intensification such as adding one or two extra storeys or building as tall as the tallest building on a street can help provide new floorspace. However, this development should be managed through the use of design codes to ensure it is of good design quality and appropriate for its locality, rather than through crude permitted development rights.

The Green Belt should be protected from inappropriate development as it offers multiple benefits to London, such as providing space for recreation and growing food, combating the urban heat island effect and preventing urban sprawl. London's housing need can be met without building on the Green Belt.

The Land Compensation Act  
**Question No: 2018/1214**  
**Nicky Gavron**

The Land Compensation Act (1961) stipulates that in the event of compulsory purchase, Landowners are to be reimbursed not only for the value of their land as it stood but for its potential value if it were used for something else in the future. This has given landowners an incentive to landbank to be able to sell that land for a higher price in the future and this higher price has forced developers to cut the affordable housing they can afford and to drip feed properties into the market in order to keep prices high. Would you support reform of this Act to allow public sector bodies to purchase land according to its current use and not its future use?

The Mayor

*Officers are drafting a response which will be sent shortly.*
Office to Residential Conversions
Question No: 2018/1215
Nicky Gavron
The Royal Institution of Chartered Surveyors believe that office-to-residential permitted development rules have allowed the development of ‘extremely poor-quality housing’. Do you agree with their view and what action can you take to ensure that any such conversions are of the highest quality?

The Mayor

The Royal Institute of Chartered Surveyors are absolutely right – some office-to-residential permitted development schemes are providing housing that is not good quality. It is particularly worrying that, of the homes RICS investigated that were approved through permitted development, just 30 per cent met national space standards. My new draft London Plan encourages boroughs to bring in Article 4 Directions that remove permitted development rights, in appropriate locations. I have recently published evidence that supports the case for Article 4 Directions in strategically important parts of central London, and I will continue to monitor permitted development schemes. I want to see all new homes in London providing the high quality housing that Londoners need.

Telephone Box Development
Question No: 2018/1216
Nicky Gavron
Do you agree with the Local Government Association who have called on ministers to scrap permitted development rights for phone boxes? Please give your reasons.

The Mayor

Yes, requiring planning permission for new telephone boxes would help ensure they are genuinely meeting a need and are appropriately located in the public realm. It would help address concerns that new telephone boxes are only being installed to provide advertising space rather than meet the needs of the public to make telephone calls.
Creative Workspaces (1)
Question No: 2018/1217
Joanne McCartney
What steps are you taking to ensure that creative workspaces are large enough so artists have sufficient maker-space?

The Mayor

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

Written response from the Mayor received 23/05/2018

Supporting affordable creative workspace including makerspace is a priority for me. My draft London Plan takes a firm line on protecting London's light industrial capacity and the creative workspaces that make such an important contribution to London's economy.

For example, Policy E2 in the draft London Plan requires that development proposals which involve the loss of existing B1 space (including creative and artist studio space) should ensure that an equivalent amount of B1 space is provided, and that the type, use and size of this space should be appropriate. This applies in areas where there is an identified shortage of lower-cost space.

In addition, my Culture and Regeneration teams are working on a series of supportive measures to address the suitability and the affordability of creative workspace in the capital. This includes new research as part of my Cultural Infrastructure Plan which will track change in artist workspace provision; my Good Growth Fund which is providing funding to makerspace and creative workspace; setting up Creative Enterprise Zones across the city to ensure creatives have access to long-term affordable workspace; and establishing a new Creative Land Trust to secure affordable workspace across London.
Creative Workspaces (2)
Question No: 2018/1218
Joanne McCartney
Is there evidence of any gender impacts on the loss of creative workspaces?

The Mayor

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

Written response from the Mayor received 23/05/2018

Women of all backgrounds face challenges and we must do all we can to remove any barriers to women’s success and to unlock their full potential. My campaign Behind Every Great City not only marks the progress that’s been made on women’s equality over the past 100 years but is also driving gender equality across the capital. As part of this campaign I have launched my new initiative ‘Our Time’ that will support more women into leadership roles across London.

My Culture Team recently commissioned new research as part of my Cultural Infrastructure Plan to track changes in workspace provision for artists and to understand where and how artists’ workspace is being provided. My Culture Team will contact the Association of Women in the Arts and large studio providers such as SPACE and ACME to ascertain if they hold data on the impact of the loss of workspace on gender.

Recording of Wildlife Crime
Question No: 2018/1219
Joanne McCartney
A constituent has asked me whether the way in which Wildlife Crime is recorded centrally by the Met can be changed so that these crimes are assigned their own crime codes? This will ensure the true extent of wildlife crime is known and categorised.

The Mayor

The Mayor has made a commitment to ensure the MPS Wildlife Crime Unit continues to receive sufficient resources to do its work, and to support the Boroughs in their obligations to protect our environment.

Whilst there is currently no identifiable code on the Met’s police recorded crime system for a wildlife crime, the Met’s Wildlife Crime Unit conduct daily searches of its systems for new crimes and ensure that they are correctly recorded, investigated and partners are contacted and intelligence disseminated should this be appropriate. This approach ensures that the true extent of wildlife crime in London is known and categorised.
Mobile Phone Parking Payments
Question No: 2018/1220
Joanne McCartney
Some elderly residents are concerned about only being able to pay for parking with a mobile phone, which they might not have. Will you encourage councils to ensure there is also a traditional way of paying so that all Londoners can pay for parking?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

Individual boroughs are responsible for managing their car parking and payment options. Although there are benefits to mobile and online payment, I encourage boroughs to keep more traditional options open for anyone who may not be able to use mobile and online payment methods.

If there is a specific area where this is an issue please let me know.

Bomb Scares
Question No: 2018/1221
Onkar Sahota
Following the bomb scare at schools across West London, I'm sure the Mayor will join me in thanking the Metropolitan Police for their quick work in investigating the incident. In the long term, what can be done to disincentivise and clamp down on this kind of behaviour, where people create hoaxes in order to spread chaos and disruption?

The Mayor

I would like to join AM Sahota in thanking the Met for their investigation into this incident. Legislation does currently exist under the Criminal Law Act 1977 to prosecute for bomb hoaxes, with a maximum of seven years imprisonment as a significant deterrent, and CPS guidelines state that imprisonment is indeed likely in these types of cases.
Safer Streets for Cyclists

Question No: 2018/1222

Onkar Sahota

Following the news that there have been almost 400 incidences of cyclists being seriously injured, and in some cases killed, due to collisions with car doors in West London over the past seven years, will the Mayor and the Deputy Mayor of Transport work with Cyclists UK in order to tackle this and ensure our streets are safer for cyclists?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

I am committed to a Vision Zero approach to eliminating fatal and serious injuries from London’s streets. Transport for London (TfL) would welcome the opportunity to work with Cycling UK on the prevention of this and other dangerous behaviour that puts cyclists at risk of injury.

TfL already engages with motorists in London to raise awareness of this. Examples include signs in taxi and private hire vehicles, as well as training for professional drivers such as HGV and van drivers. Cycle training funded by TfL also includes guidance on cycling a car door’s width away from vehicles.

TfL has also asked the DfT to include the ‘Dutch reach’, the practice of using the far hand to open car doors, as an element in the national driving test. This encourages drivers to swivel and look across their blind spots before opening the door to avoid conflict with cyclists.

Working with west London boroughs, I am also investing substantial amounts of money into new high-quality cycling infrastructure in West London. This includes Cycle Superhighway 9 in Hounslow and Hammersmith and Fulham, Ealing’s Liveable Neighbourhood project that will include segregated cycle tracks on the Broadway, and new cycle routes connecting Lancaster Gate to Notting Hill and Shepherd’s Bush, and Wembley to Willesden Junction which will be north-west London’s first major cycle route.
**Living Wage**
**Question No: 2018/1223**
**Onkar Sahota**
Following my question on 22nd February on the Heathrow’s adoption of the Living Wage (2018/0567), how will you, in the Good Work Standard, encourage small and medium sized businesses, who often feel it will be a financial struggle to do so, to take up the London Living Wage?

**The Mayor**

While it is the case that many smaller businesses may instinctively feel that paying the London Living Wage is too much of a financial struggle, it’s important to note that small and medium sized businesses account for around half of the total number of living wage accredited employers across the UK. I will continue making the clear business case for paying the London Living Wage to businesses of all sizes, which has been proven to have a positive effect on their brand reputation, improve manager/employee relations and increase productivity, including through my forthcoming Good Work Standard.

**TfL Badges for Disabled Travellers**
**Question No: 2018/1224**
**Onkar Sahota**
I’d like to welcome the recent TfL adverts highlighting that TfL’s badge for disabled travels can refer to mental as well as physical disability. How is TfL working to encourage uptake for using these badges among Londoners with mental health problems?

**The Mayor**

Transport for London (TfL) is actively engaging with organisations representing people with hidden disabilities, conditions or illness, including those for people with mental health issues, to increase awareness of the ‘Please Offer Me A Seat’ campaign.

More than 30,000 badges have been issued in the first year of the initiative to disabled customers and those with invisible conditions.

In part of the April 2018 campaign, TfL featured a customer with anxiety to encourage people with mental health issues to also use the badge and card. TfL will continue to promote this campaign as a core element in its wider programme to make the transport network more accessible.
Old Oak Common Lane and Station (1)

Question No: 2018/1225

Navin Shah

A question from my constituent: The previous Mayor told Fiona Twycross AM (e.g. question 2015/1068) and Navin Shah AM (e.g. 2015/0330) that building a replacement bridge on Old Oak Common Lane under the Great Western Main Line and making it wide enough for segregated cycling lanes was 'not guaranteed'. Can you let me know if your lobbying has resulted in a guarantee by HS2 Ltd for a replacement bridge with segregated cycling lanes?

The Mayor

Transport for London, the Old Oak Common and Park Royal Development Corporation, and the London Borough of Ealing are all working closely with HS2 Ltd to deliver a comprehensive surface transport package to serve the Old Oak Common Station and wider regeneration area. This includes the incorporation of appropriate cycling infrastructure across the area.

At present there are no proposals to deliver segregation on Old Oak Common Lane, including under the replacement Great Western Mainline Bridge. However, the London Borough of Ealing has secured funding and a commitment from HS2 Ltd to provide segregated cycle facilities along Victoria Road instead. This is nearby and a good quality alternative cycle route.

Old Oak Common Lane and Station (2)

Question No: 2018/1226

Navin Shah

A question from my constituent: HS2 Ltd. says that its western station entrance is 6 metres below the datum level of Old Oak Common Lane. Do you therefore support a pedestrian subway beneath Old Oak Common Lane, rather than a surface crossing, on this increasingly-busy main road?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

A subway option below Old Oak Common Lane was considered in work by Transport for London (TfL) and HS2 Ltd alongside a link made up of a surface crossing of Old Oak Common Lane and a pedestrian bridge. The subway option was discounted due to the higher cost, complexity of construction - including the impact on the operation of railway - and concerns around the nature of the environment created for users in terms of personal security.

If the proposed Old Oak Common Lane Overground Station is progressed then TfL will work with HS2 Ltd and the London Borough of Ealing to ensure that the interchange is as efficient as possible and that highway designs for Old Oak Common Lane will deliver safe and high quality surface crossing facilities.
Old Oak Common Lane and Station (3)
Question No: 2018/1227
Navin Shah
A question from my constituent: Do you acknowledge there is sufficient existing space between the Willesden Junction Old Oak sidings tracks for a future island platform at your new London Overground station, even if that is not needed immediately? Given the adequate width of the overall site, will your station design protect that existing space for an island platform on the two adjacent tracks?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

Transport for London’s (TfL) work on a new London Overground station at Old Oak Common Lane on the North London line proposes a single island platform only. This would be located between the lines used by current London Overground services. A second island platform between the existing freight lines has not been considered as these lines are not proposed to be used by passenger services.

Old Oak Common Lane and Station (4)
Question No: 2018/1228
Navin Shah
A question from my constituent: What car-length do you want for your new platforms and for all future possible additional platforms? Will all potential platforms be long enough to accommodate future services from other train operating companies, as well as from London Overground?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

Both potential London Overground stations have been planned to accommodate eight car trains. This would serve both current and planned services, which are made up of five car London Overground services on the West and North London lines and Southern services on the West London line. There are currently no plans for any train operator to run longer than eight car trains on either the West or North London Lines.
Railway Noise  
**Question No: 2018/1229**  
*Navin Shah*  
My Harrow constituent at HA1 2JQ has complained about problems with railway noise following track changes. The constituent has lived by the Met/Chiltern line just east of Harrow on the Hill station since 1959 and has never been bothered by railway noise until very recently when contractors arrived unannounced and put in a cross rail on the tracks. This means there is a loud thumping noise on the Met down line as each carriage goes over the rail. Apparently, no environmental impact assessment was done by the contractor but it was agreed that it was unacceptably noisy so an acoustic wall will be installed. However, this was not going to be done until the summer and this date has now extended to next year because someone in Woodford has a higher priority! They have suggested in the meantime she installs a 6 ft high wooden fence which they may pay for. None of this is acceptable, what is required is a professional solution for an effective reduction of noise and not a ‘wooden fence’ and the remedial measures taken urgently than having to wait for an indefinite period.

The Mayor  

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

Stanmore Station: Step Free Access  
**Question No: 2018/1230**  
*Navin Shah*  
I welcome the Mayor’s special fund for step free access to stations. Stanmore station, visited by the Deputy Mayor for Transport, has a strong case for funding step free scheme as a matter of urgency. Will it be included in the next round for priority funding?

The Mayor  

Thank you. My £200m will deliver step free access to around 30 stations over the next five years. This will make 40 per cent of the Tube network step-free by 2022, up from 27 per cent today, and open more journey options for people with mobility impairments.

London Underground (LU) has prioritised stations for step-free access based on their strategic importance, for example targeting areas without accessible stations or interchanges that will allow people to access different route options. Other criteria are taken into account such as scheme deliverability and cost.

So far I have announced the first 23 stations to benefit from this fund, which were selected using prioritisation criteria which was consulted on with local resident groups and, disability groups, including the sub-regional mobility forum. The announcement of the remaining seven stations will be based on the same prioritisation criteria.

As Stanmore is already a step-free station it does not meet the criteria for inclusion in this accessibility programme. TfL accepts that the step free access arrangements at Stanmore station could be much improved, and will continue to engage with the local authority, land owners and developers to unlock third party funding that could enable step free access at the station.
New Bus Shelter – High Street Wealdstone  
Question No: 2018/1231  
Navin Shah  
A local group has raised this issue with me. The South Harrow bound Baptist Church bus stop in High Street Wealdstone has no shelter nor is any other shelter, for example a shop canopy, in the vicinity of the bus stop. This bus stop is widely used by older people who go to the Church or the Mosque at Whitefriars Avenue. The group has brought this to the Mayor and TfL's attention but to no avail; will you instruct TfL to investigate the issue as a matter of urgency please?  

The Mayor  
I know that Transport for London (TfL) is very keen to install a new shelter here for the reasons you describe. However, as TfL currently funds new bus shelters from its asset renewal budget, there is no available funding at this time.  

As part of its next business plan later this year, TfL will consider bus shelter provision as part of a broader review of how it invests across all sustainable modes of transport, and will ensure that this shelter forms part of that consideration.

Stewarding Arrangements at the Olympic Stadium Coalition  
Question No: 2018/1232  
Navin Shah  
Following a meeting with Unmesh Desai AM and me, the Olympic Stadium Coalition, the group seeking a fairer deal for the taxpayer and for football, has submitted their proposal to some Assembly Members and your Chief of Staff outlining improvements for stewarding arrangements at the Stadium. Have you seen the proposals and what is your response?  

The Mayor  

Officers are drafting a response which will be sent shortly.  

Written response from the Mayor received 23/05/2018  

My Chief of Staff and I are yet to receive the report but we look forward to seeing and considering it in due course.
Windrush

Question No: 2018/1233

Navin Shah

How will you promote the awareness of 70 years of Windrush and is there anything that you can do to reassure and help Londoners affected by the Government’s hostile immigration policy?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

City Hall will mark 70 years since Windrush through a programme called ‘Arrival’, celebrating the contribution of the Windrush generation and the many other migrant communities in London. The highlight will be a public celebration event here at City Hall on June 30th.

My team will take forward policy and programmes focusing on:

- Reinforcing my opposition to the Government’s ‘Hostile Environment’ policies
- Advocating for Government to remove barriers for Londoners to access their rights to citizenship and residence
- Launching new guidance to support young Londoners with insecure status to access their legal rights with a major meeting of affected young people at City Hall planned for July
- Advocating on behalf of EU nationals during the Brexit negotiations, and supporting European Londoners to access their future right to residence under the Government’s proposed "settled status"
- Continuing to build on the #LondonIsOpen campaign and celebration of citizenship by developing a London-wide approach to welcoming newcomers, hosting the annual Mayoral citizenship ceremony, and running citizenship pilots with London boroughs to build active citizenship into ceremonies
GLA Black, Asian and minority ethnic pay gap

Question No: 2018/1234

Navin Shah

Thank you for publishing for the first ever comprehensive data on the pay gap affecting Black, Asian and minority ethnic (BAME) employees for all organisations in the Greater London Authority (GLA) Group. What steps have you taken so far to address the pay gap?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

The GLA is taking a range of actions to address the pay gap including: analysing equality data, anonymous applications, expanding shortlists, operating more gender and ethnically balanced interview panels and delivering unconscious bias learning to staff.

I have asked all GLA Group organisations to publish action plans setting out how they will work to close the ethnicity pay gap.

My Chief of Staff met with lead officers across the GLA Group in April to share information of pay gap analysis and reporting which will inform the development of plans across the Group.

My officers are currently preparing to consult on a draft plan - as they did in response to my second gender pay gap analysis. I published those gender action plans in March.

We will consult GLA staff widely including Unison and the new BAME Network - which I’m very proud to see launched in April.

Rise in Foodbanks

Question No: 2018/1235

Navin Shah

New data published by the Trussell Trust shows that its network of foodbanks handed out 134,244 three-day emergency food parcels to struggling families in London, in particular we have seen an increase in Harrow. The charity has highlighted that a shortfall in welfare payments is the biggest and fastest growing reason for referrals to a foodbank. You have mentioned that the new London Food Strategy ‘will include a focus on alleviating food poverty’. When will the London Food Strategy be published?

The Mayor

The draft London Food Strategy was launched for consultation on 11th May. The consultation will run to 5th July and the final Strategy will be launched in September.

We are aware of the new data from the Trussell Trust about use of their foodbank services and the London Food Strategy will include tackling food poverty and food insecurity as a priority.
BSL Charter

Question No: 2018/1236

Navin Shah

When you were campaigning to be Mayor of London, you pledged to introduce the BSL charter to improve the lives of deaf people in the capital. Can you update me on what action you have taken so far?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

Inclusive London, my new Equality, Diversity and Inclusion Strategy published this month, confirms my commitment to providing a more accessible service to Deaf Londoners by adopting the British Sign Language (BSL) Charter.

The BSL charter will be signed during 2018 and GLA officers have met with the British Deaf Association and members of the London’s Deaf community to progress charter implementation.

Universal right to food

Question No: 2018/1237

Fiona Twycross

A universal right to food is going to be consulted on in Scotland. Will you be looking at this consultation to inform you work on food insecurity in London?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

The GLA Food Policy Team is watching with interest the progress of that consultation in Scotland.

As is highlighted in the draft London Food Strategy, which was issued for consultation on 11th May, I believe passionately that all Londoners should be able to access healthy, affordable food no matter where they live and no matter their circumstances.

We shall continue to ensure that food insecurity is addressed adequately when we review the consultation responses and finalise the London Food Strategy later this year.
Rent-to-own schemes (1)

Question No: 2018/1238

Fiona Twycross

What action can be taken on buying essential household items such as fridges, through rent-to-own schemes which penalise low-income families in London who can pay three times the cost of the original product?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

It is not fair that people on low incomes pay more to access essential goods and services. Londoners claiming certain out-of-work benefits may be eligible for an interest free Budgeting Loan or Advance from the Department of Work & Pensions which can assist with paying for essential household goods.

I will be looking at how different stakeholders, including the private sector, can work together to improve Londoners' financial resilience as part of my programme of work on Economic Fairness.

Through my Good Work Standard I want to encourage employers to do all they can to support the financial resilience of their workers - potentially through the promotion of Credit Unions as an affordable alternative to high-cost credit or through interest free payroll loans to help with large one-off costs.
Rent-to-own schemes (2)

Question No: 2018/1239

Fiona Twycross

Do you support calls for the Financial Conduct Authority, in its current review of the rent-to-own sector, to introduce a cap on the total cost of rent-to-own goods, so that London families least able to afford it are not paying over the odds for household items, or at risk of having goods repossessed?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

Yes, I do. The poverty premium incurred by those on low incomes is simply not fair so caps on the cost of rent-to-own goods (and other forms of high-cost credit) would go some way to alleviating this.

I will be looking at how different stakeholders, including the private sector, can work together to improve Londoners' financial resilience as part of my programme of work on Economic Fairness.

It is important, that Londoners on low-incomes also have access to affordable credit to help them cope with one-off costs or income shocks.

Through my Good Work Standard I want to encourage employers to do all they can to support the financial resilience of their workers - potentially through the promotion of Credit Unions as an affordable alternative to high-cost credit or through interest free payroll loans to help with large one-off costs.

I would also encourage employers to signpost their employees to trusted debt or financial advice services; and I support the Government’s aspiration to introduce a six week ‘breathing space’ for those in debt.
Care leavers and the roll out of Universal Credit

Question No: 2018/1240

Fiona Twycross

A constituent has asked me to raise concerns about the particular issues relating to care leavers and the roll out of Universal Credit which is putting additional financial pressures on an already vulnerable group of Londoners. Would you raise this with the Secretary of State for Work and Pensions as part of your ongoing dialogue on this issue?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

I am committed to making London a great place for young people of all backgrounds to live and work.

We know that care leavers are much less likely to be in education, employment or training than their peers. They are also unlikely to have any financial support from their parents. It is vital, therefore, that the welfare state supports them during what is a pivotal moment in many of their lives. Universal Credit is clearly failing to do this.

I have instructed my officers to contact you so I can follow up on this particular issue with the Secretary of State.

Night tube (1)

Question No: 2018/1241

Fiona Twycross

A constituent has asked when the night tube will be rolled out to North-West London?

The Mayor

The Night Tube has been a huge success so far, boosting the capital’s economy by £171m in its first year of operation. Parts of north west London already benefit from night services as the Night Overground offers a connection with the Jubilee line’s Night Tube service, which calls at stations including Stanmore, Queensbury and Wembley Park in north west London.

I hope that the Night Tube will be extended to parts of the Metropolitan, Circle, District, and Hammersmith & City lines once TfL’s £5.4bn modernisation programme is completed in 2023.
Night tube (2)

Question No: 2018/1242
Fiona Twycross
A constituent has asked when the night tube will be extended to South-East London and whether this will include the full length of the East London Line?

The Mayor

The East London line between New Cross Gate and Highbury & Islington is managed by Transport for London, enabling 24 hour services to operate at weekends on this section of the network. However the rest of the East London line operates Network Rail's infrastructure and there are currently no plans for further extensions to the service.

It is hoped that night services on London Underground may be extended to parts of the Metropolitan, Circle, District, and Hammersmith & City Lines, once TfL's £5.4bn modernisation programme is completed in 2023.

Step free access

Question No: 2018/1243
Fiona Twycross
A constituent has asked when Norwood Junction station will be made step free?

The Mayor

*Officers are drafting a response which will be sent shortly.*
**Grooming Gangs**  
*Question No: 2018/1248*  
*David Kurten*  
What steps are you taking to tackle Rotherham and Telford-style grooming gangs in London?

*The Mayor*

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

**Written response from the Mayor received 23/05/2018**

In my Police and Crime Plan, one of my core priorities is to reduce the crimes that cause most harm to children and young people including those who prey on children, either by offending against them or by grooming and exploiting them to engage in criminal behaviour.

My Deputy Mayor for Policing and Crime (DMPC) has therefore commissioned support for young people being exploited by gangs; whether criminally or sexually. MOPAC funds Safer London to deliver its Empower service for those who have experienced sexual exploitation and London Gang Exit for those being exploited by gangs.

MOPAC is also working with the Met regarding the policing response. The Met and partners are actively seeking and analysing intelligence and information across all manifestations of Child Sexual Exploitation (CSE) to build the best possible understanding of CSE in London. This information is gathered by frontline officers, social workers and third sector agencies and is shared through borough Multi-Agency (MASE) meetings and Multi-Agency Safeguarding Hubs (MASH). The Met also conduct daily intelligence scanning, fortnightly operational review and monthly tasking meetings where emerging themes and trends are standing agenda items and periodically produce intelligence profiles on CSE to ensure that emerging patterns are fully analysed. This has been scrutinised by my DMPC via her oversight group.

**President Trump’s Visit (1)**  
*Question No: 2018/1249*  
*David Kurten*  
Why have you been vocal in opposition to President Trump’s visit to the UK, but have not made any comment about the visit of the Saudi Crown Prince or President Erdogan of Turkey and human rights abuses in their countries?

*The Mayor*

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

**Written response from the Mayor received 23/05/2018**

My comments regarding the visit of President Trump were in response to his position on issues that directly impact on Londoners, or to comments that were directed at me personally. This has not been the case in the other instances you mention. It’s obviously important that we build and maintain strong relationships with the USA and other countries around the world as we continue to promote the message that London is open.
President Trump's Visit (2)
Question No: 2018/1250
David Kurten
You recently stated that President Trump should expect loud protests when he visits London in July 2018. How many people are the Metropolitan Police expecting to attend these protests, and how will they ensure the safety and security of the President?

The Mayor

The Met anticipate protest numbers to crystallise approximately two weeks before the event. As such it is inappropriate to comment on protest numbers or policing tactics at this stage.

Pedestrians Struck By Bus Mirrors
Question No: 2018/1251
David Kurten
In MQ 2017/2661, I asked how many pedestrians were struck by London bus wing mirrors in each of the last three years? Your response stated: '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.' However, no further information on this matter has been received. Could you please now send me this information.

The Mayor

Transport for London (TfL) has now reviewed the data to identify instances where the wing mirror of a bus made contact with a pedestrian resulting in injuries.

During the calendar years 2015, 2016 and 2017, a total of 209 pedestrians were struck by bus wing mirrors.

The split by financial year is shown in the table below. TfL will follow this up with full data for the 2017/18 financial year once it has been analysed.

<table>
<thead>
<tr>
<th>Financial Year</th>
<th>Number of injuries caused by wing mirror striking pedestrians</th>
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</thead>
<tbody>
<tr>
<td>*14/15</td>
<td>14</td>
</tr>
<tr>
<td>15/16</td>
<td>80</td>
</tr>
<tr>
<td>16/17</td>
<td>67</td>
</tr>
<tr>
<td>**17/18</td>
<td>48</td>
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<tr>
<td>*From 01/01/2015</td>
<td></td>
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<tr>
<td>**Results valid to 01/01/2018</td>
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</tbody>
</table>
**Escalators on the London Underground**  
*Question No: 2018/1252*  
*David Kurten*

In MQ 2017/3127, I asked how many escalators on the London Underground have been out of service at any one time over the last three years and what steps are currently being taken to improve in-service availability. Your response stated: ‘Officers are drafting a response which will be sent shortly.’ No such response has been received. Could you please now send me this information.

*The Mayor*

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

**Written response from the Mayor received 23/05/2018**

Please see my response to MQ 2017/3127.

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**Royal Parks**

*Question No: 2018/1253*  
*David Kurten*

What is the policy of the Metropolitan Police towards enforcing the rule of the Royal Parks that there should be no religious observances on their grounds?

*The Mayor*

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

**Written response from the Mayor received 23/05/2018**

The Metropolitan Police Service enforce The Royal Parks Regulations which are statute law. The Royal Parks Agency has a longstanding policy forbidding collective religious activity in the parks. This is not in itself a regulation and therefore it is not the role of the Metropolitan Police to enforce it.

The Met advise and educate park users as to the various policies of The Royal Parks and take action against breaches of Royal Parks Regulations where proportionate and necessary.
**Metropolitan Police Resignations**  
**Question No: 2018/1254**  
**Peter Whittle**  
To ask the Mayor how many sworn and warranted police officers have quit the Met since 2010?

**The Mayor**

The table below shows the number of Police Officer resignations by calendar years from 2010 - 2017

<table>
<thead>
<tr>
<th>Year</th>
<th>Resignations</th>
</tr>
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<tbody>
<tr>
<td>2010</td>
<td>294</td>
</tr>
<tr>
<td>2011</td>
<td>319</td>
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<tr>
<td>2012</td>
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<td>2014</td>
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<td>2015</td>
<td>607</td>
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<tr>
<td>2016</td>
<td>599</td>
</tr>
<tr>
<td>2017</td>
<td>652</td>
</tr>
</tbody>
</table>

**Celebrating British History (1)**  
**Question No: 2018/1255**  
**David Kurten**  
Given your answer to question 2018/0607, do you consider that mentioning the Battle of Rorke’s Drift on the Dollis Hill ’Thought of the Day’ notice board earlier this year was ill-judged?

**The Mayor**

In this instance the message was ill-judged. Transport for London has provided guidance to staff about what is appropriate to display as a ‘Thought of the Day’
Celebrating British History (2)
Question No: 2018/1256
David Kurten
Will your new guidelines about appropriate messaging on TfL 'Thought of the Day' noticeboards allow TfL staff to mention the Battle of Rorke's Drift in the future?

The Mayor

The ‘Thought of the Day’ noticeboards celebrate and support the customers and staff of the Tube. Although historical facts, humour and quotes from famous authors, philosophers, and historical figures can be positive and affirming messages, it is clear that the message in relation to the Battle of Rorke's Drift was ill-judged. Transport for London has reminded staff of what is and isn't acceptable.

Homes outside London
Question No: 2018/1257
David Kurten
Why did you ask councils outside London if they can contribute homes towards your 66,000 per year target? (http://www.echonews.co.uk/news/16031824.Bid_for_Londoners_____homes_to_be_built_in_Basildon/)

The Mayor

Please see my response to MQ 2018/0840 and MQ 2018/0841.

Cycle Flows
Question No: 2018/1258
David Kurten
The publicly available dataset for cycle flows on TfL roads ends in March 2016. What are the cycle flow numbers for the period from April 2016 to March 2018? (https://data.london.gov.uk/dataset/cycle-flows-tfl-road-network)

The Mayor

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

**Written response from the Mayor received 23/05/2018**

The Cycle Flows Index has been replaced with a more comprehensive programme of cycling monitoring, presented in the annual Travel in London Report, available here: https://tfl.gov.uk/corporate/publications-and-reports/travel-in-london-reports.

**ULEZ retrofitting (1)**
*Question No: 2018/1259*

David Kurten

Did you consult with businesses who have Euro 5 diesel engines about how they can retrofit their vehicles to be Euro 6 compliant before the implementation of the ULEZ in April 2019?

The Mayor

Transport for London consulted extensively with businesses and other affected groups on my proposals to bring forward the Ultra Low Emission Zone to April 2019. This included emailing over 780,000 customers and 553 stakeholder contacts. The consultation materials made clear that a national certification process for retrofit equipment was required, and this has since been launched.

We are continuing to work with the accreditation system, retrofit manufactures and the trade organisations to expedite the process for approval of retrofit equipment.

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**ULEZ retrofitting (2)**
*Question No: 2018/1260*

David Kurten

What compensation arrangements will you be making to businesses who have recently invested in new fleets of Euro 5 engine large goods vehicles and will have to upgrade their fleet to be compliant with the ULEZ in April 2019?

The Mayor

Businesses were clearly informed that investment in new fleets should be at the Euro VI standard. The Euro VI emissions standard has been available for large goods vehicles since January 2013. As of 2014, all newly manufactured vehicles have needed to meet this standard. The intention to introduce a Euro VI standard for vehicles in central London was first announced in 2015 and I confirmed on 3 November 2017 that the ULEZ would be introduced from April 2019.

As London is not the only city considering introducing a Euro VI standard for vehicles, we have been asking national Government to allocate funds to enable more polluting vehicles to be scrapped and replaced by cleaner vehicles.
**Carbon Dioxide**  
**Question No: 2018/1261**  
**David Kurten**  
Your public dataset on carbon dioxide emissions for London ends in December 2015. What were the carbon dioxide emissions in London between January 2016 and March 2018? (https://data.london.gov.uk/dataset/leggi)

**The Mayor**

Officer are drafting a response which will be sent shortly.

**Written response from the Mayor received 23/05/2018**

The London Energy and Greenhouse Gas Inventory (LEGGI) estimates London’s greenhouse gas (GHG) emissions. It is calculated using the latest available data from UK Government and TfL. Although the most recent data from government is available up to December 2016, datasets from TfL on transport are calculated separately and are currently being updated, following publication of the transport and environment strategies. When the update of transport emissions is completed LEGGI will be updated and London’s GHG emissions for 2016 will be released.

**Net Additional Dwellings**  
**Question No: 2018/1262**  
**David Kurten**  
The public dataset on net additional dwellings ends in 2015/16 with 30,390. What were the numbers of net additional dwellings in London in the years 2016/17 and 2017/18? (https://data.london.gov.uk/dataset/net-additional-dwellings-borough)

**The Mayor**

The net additional dwellings dataset available on the London Datastore is derived from the MHCLG live table 122. The data for London is taken from my own London Development Database and is submitted to MHCLG on behalf of all the London Planning Authorities via the annual Housing Flows Reconciliation (HFR) return.

The provisional number of net additional dwellings for 2016/17 is 39,560. The figure for 2017/18 will not be available until the autumn. If you have any further questions relating to this data please feel free to contact my Planning Data Team directly at LDD@london.gov.uk.
John Worboys
Question No: 2018/1263
Peter Whittle
To ask the Mayor if the Metropolitan Police intends to re-open the case of convicted rapist John Worboys and charge him with the alleged three rape and sex assault cases dating back to his conviction in 2009, but which were not presented to the court at his trial?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/05/2018

I was pleased that on the 28 March 2018 the High Court ordered the Parole Board to reconsider its decision to release John Worboys from prison. His victims were assured that he would remain in prison pending the outcome of the Board. The Parole Board have been advised that they should have undertaken further inquiry into the circumstances of his offending.

I am told that the Metropolitan Police Service (MPS) does not intend to re-open these three cases. The decision as to what indictments went to trial in 2009 was a decision taken by the Crown Prosecution Service (CPS) at that time. The MPS worked closely with the CPS throughout the case of John Worboys. Liaison with the CPS continued post-trial, when the Met received allegations from a further 19 women. Each individual allegation was recorded and investigated. In June 2009 the CPS were notified of the additional complaints and provided written advice in response. Each allegation was assessed by police against this advice and the decision was taken not to proceed. All 19 complainants were notified.

Pop-up Brothels
Question No: 2018/1264
Peter Whittle
To ask the Mayor what assessment the Metropolitan Police has made of the presence of so-called 'pop-up' brothels in the capital?

The Mayor

Organised prostitution is led by the same criminals who are involved in trafficking and other serious crimes, and as a result they are always looking for new ways to carry out illegal activity.

We know that the vast majority of brothels are rental premises and therefore the tactics deployed when dealing with such venues would not be any different from those used to target established venues.

Organised crime is constantly changing and that’s why through the VAWG strategy I have committed to developing a collective response with Local Authorities and police colleagues, specifically looking at how issues around prostitution are managed across London.
Taxi and Private Hire Trade (1)

Question No: 2018/1265

David Kurten

TfL allowed Uber to operate in the on-demand market without changing the legislation, holding a consultation or informing the Taxi Industry. Taxis and Private Hire (PH Vehicles) now operate in the same market. Taxis (stringently regulated) have to compete with PH who benefit from light touch regulation. TfL decide what vehicle Taxis drivers drive and set their fares, leaving drivers with no control or choice with regards to costs. PH Operators on the other hand have the flexibility to bring down fares and PH drivers have multiple choices of vehicles to keep their outgoings to a minimum. How do you expect the taxi trade to survive in London with such disparity created by TfL?

The Mayor

Transport for London (TfL) regulates according to standards that are provided for in primary legislation and regulations designed to ensure public safety. It also regularly consults on changes to taxi fares and tariffs.

As you will be aware my Taxi and Private Hire Action Plan contains a number of measures to maintain a vibrant two tier market in London that gives space for all service providers to flourish. This includes measures designed to improve safety in the private hire industry and to support our world renowned taxis.

TfL recently published a new policy statement setting out how private hire and ride-sharing services will operate in London in the future. The policy has been written in response to changes in the private hire industry and the many new services being offered. It has been designed to ensure London remains the world leader in regulating taxi and private hire services while maintaining public safety.
Taxi and Private Hire Trade (2)

Question No: 2018/1266

David Kurten

If a Private Hire (PH) driver decides to sell his PH TfL registered vehicle, it can be sold with the roundel still in place. This can then be bought and the vehicle used to evade the congestion charge or used by sexual predators or criminals masquerading as mini cab drivers. For the sake of public safety, do you agree with the London Cab Drivers Club, that a policy should be put in place so PH drivers must surrender and send back roundels to TfL as soon as the vehicle changes owner?

The Mayor

This is an issue which licensing authorities across the country face for both taxis and private hire vehicles.

Public safety is paramount. As a condition of licensing, Transport for London (TfL) takes a number of steps to ensure that vehicles are licensed according to its regulations, and that they operate in accordance with their licence.

Where a private hire vehicle owner sells their licensed vehicle, they must return the licence and disc to TfL. However, the vehicle can remain licensed when the vehicle owner informs TfL of the transfer of ownership within seven days of the sale.

TfL's message on the safety of private hire vehicles in London is very clear. If a journey isn't booked with an operator, it isn't safe, regardless of whether a vehicle is displaying a TfL licensing disc or pre-booked only sticker. Private hire operators are required to provide a booking confirmation to passengers before their journey starts. This must include the vehicle registration mark, the first name of the driver, the driver’s private hire licence number (as shown on the ID the driver is wearing) and, where the customer is able to receive it, a photograph of the driver.

TfL is currently consulting on safety in private hire vehicles, including all aspects of vehicle signage.
Taxi and Private Hire Trade (3)

Question No: 2018/1267

David Kurten

TfL are looking to make Public Hire vehicle roundels more visible. The vast majority are not recognisable due to blacked out windows. Surely, for public safety you should be instructing TfL to change the conditions at the point of licencing ensuring vehicles are only licensed if all windows have 25% tint as taxis do. Will you action this?

The Mayor

It is not against the law for a vehicle’s rear windows and rear passenger windows to be tinted. However, there are rules around tinting the front windscreen and front passenger windows to which all licensed vehicles must adhere. More information is available here – https://www.gov.uk/tinted-vehicle-window-rules.

The Department for Transport’s Best Practice Guidance for taxi and private hire licensing also encourages licensing authorities to be mindful of the large costs and inconvenience associated with changing glass (paragraph 30).

TfL’s compliance officers, inspection centres and the police will all take action against any driver and vehicle found not to be abiding by these rules.

As you will be aware, TfL currently has a live consultation on safety in private hire vehicles. This includes all aspects of private hire vehicle signage, including making signage more visible. I would urge you to respond to the consultation so that your views and suggestions can be considered by TfL.

Please also see my response to 2018/1266 regarding TfL’s messages on safety for private hire bookings.
Taxi and Private Hire Trade (4)
Question No: 2018/1268
David Kurten
TfL license Private Hire Operators, but do not licence Taxi apps such as My Taxi and GETT. At present, TfL’s Taxi and Private Hire Directorate are allowing them to operate unchecked, which could have risks to public safety, and could entrench the creation of a gig economy with no workers’ rights. What is your opinion of the recent post on the Zelo Street blog, which alleged that it was easy to join the My Taxi platform with fake identification, where My Taxi did not carry out basic fundamental checks. (http://zelo-street.blogspot.co.uk/2018/04/mytaxi-potentially-unsafe-app.html) If taxi apps were licenced, TfL could ensure that they were properly vetting drivers joining their platforms and abiding regulations. TfL could then revoke their licences if they do not meet the conditions of their licence. Do you think that they should be licenced?

The Mayor

If there is evidence that an unlicensed driver is undertaking taxi work, this should be passed on immediately to the police or TfL to investigate. Any person undertaking work by purporting to be a taxi driver, whether via an app or on-street, is doing so illegally and may face criminal prosecution.

TfL does not have powers to license or regulate taxi apps. The Government would need to provide it with those powers by changing primary legislation.

Nevertheless, TfL is aware of these reports and has contacted MyTaxi to seek assurances on its processes.
The London Cab Drivers Club believes that the congestion charge exemption is being used by Private Hire (PH) drivers without bookings, and PH vehicles with roundels on their windscreen but drivers who are not licenced PH drivers, to avoid paying and that random checking's are insufficient to prevent this abuse. What mechanisms do TfL have in place for checking PH vehicles entering the congestion zone have a booking?

TfL is aware of the concerns raised about vehicles being licensed as private hire vehicles (PHVs) to avoid paying the congestion charge.

TfL conducts regular checks of PHVs entering the congestion charging zone during charging hours to ensure that they were being lawfully used to carry out a hiring. Of circa 450 checks undertaken per week, the compliance rate of vehicles checked is high, at 97 per cent, and this figure is provided to trade associations on a quarterly basis: https://tfl.gov.uk/info-for/taxis-and-private-hire/private-hire-meetings?intcmp=48647

Where TfL identifies a vehicle that was in the congestion charging zone and was not lawfully used to carry out a hiring, it may remove the vehicle's congestion charge exemption.

TfL has recently commissioned research into the impacts of removing the Congestion Charge exemption for private hire vehicles. Any proposed changes will be consulted upon as necessary later in the year.
**Taxi and Private Hire Trade (8)**

*Question No: 2018/1272*

*David Kurten*

With reference to question 7 above, how many PH vehicles in the congestion charge zone over the past 12 months were found not to have a booking?

*The Mayor*

Written responses from the Mayor

I have asked Transport for London to look into this and respond to you directly.

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**Taxi and Private Hire Trade (9)**

*Question No: 2018/1273*

*David Kurten*

How many drivers over the past 12 months did TfL find entering the congestion charge zone with roundels and were not Private Hire drivers?

*The Mayor*

I have asked Transport for London to look into this and respond to you directly. I understand a meeting is being arranged between yourself and TfL officers, and they will provide an update on this request at that meeting, following up in writing shortly afterwards if required.

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**Taxi and Private Hire Trade (10)**

*Question No: 2018/1274*

*David Kurten*

With reference to question 9 above, for those found without a booking, what action did TfL take against the driver and operator?

*The Mayor*

*Officers are drafting a response which will be sent shortly.*
Taxi and Private Hire Trade (11)
Question No: 2018/1275

David Kurten
If a Private Hire vehicle enters the congestion zone without a booking but subsequently takes a booking later that day in the zone, are they liable to pay the charge or are they exempt?

The Mayor

Where a vehicle owner fails to provide sufficient evidence to confirm that they have legitimately entered the Congestion Charge Zone for private hire purposes, Transport for London may remove their exemption, meaning that they will have to pay the Congestion Charge or receive a Penalty Charge Notice.

Taxi and Private Hire Trade (12)
Question No: 2018/1276

David Kurten
Once a Private Hire vehicle that enters the Congestion Charge Zone with a booking and completes their journey do they have an exemption for the rest of the day?

The Mayor

Please see my response to MQ 2018/1275.

Taxi and Private Hire Trade (13)
Question No: 2018/1277

David Kurten
It has been estimated that there are approximately 18,000 Private Hire Vehicles not registered with an operator. Do you think TfL should remove their congestion charge zone exemption?

The Mayor

The law does not require a private hire driver to be registered with an operator for the duration of their licence.

Please also see my response to MQ 2018/0433.
Taxi and Private Hire Trade (14)
Question No: 2018/1278
David Kurten
How many times in 2017 did TfL request all the individual private hire driver data from an operator after a serious crash or road traffic incident involving a PHV?

The Mayor

Private hire operators are not obliged to keep a record of collisions. Therefore Transport for London (TfL) would not approach an operator asking for collision data.

It is Private Hire vehicle owners who are required to inform TfL in the event of a collision, whether it is serious or not.

Private hire vehicles can be driven for private purposes and can also undertake work for multiple operators. The responsibility is on the driver to report incidents they are involved in rather than the operators.

Taxi and Private Hire Trade (15)
Question No: 2018/1279
David Kurten
After a road traffic accident involving an UBER driver, is there any procedures in place for TfL to automatically check if the driver has been doing excessive hours, and if not, does the Mayor think it is prudent to introduce it?

The Mayor

I encourage all licensed private hire drivers to take regular breaks and encourage private hire operators to ensure appropriate measures are in place to safeguard against driver tiredness and dangerous driving.

This matter has been raised as part of the Government’s Taxi and Private Hire Working Group, attended by TfL, and we will continue to work with the group to address this important issue.

As you are no doubt aware, the Government recently committed to looking into working conditions within the wider ‘gig economy’ and I would welcome any changes that are brought forward to tackle this important issue. The control of driver working hours is not something that falls within TfL’s regulatory remit, however drivers do have a responsibility not to drive when tired.

Please also see my previous responses to MQ 2018/0602.
**Taxi and Private Hire Trade (16)**

**Question No:** 2018/1280

**David Kurten**

How many forthcoming meetings are planned between the Chief Executive of Uber, Dara Khosrowshahi and the Transport Commissioner, Mike Brown? Does the Mayor think that Uber is given special treatment or greater access to the Transport Commissioner than other operators?

**The Mayor**

There are currently no planned meetings between Uber’s CEO and the Transport Commissioner.

I do not believe Uber is afforded preferential treatment by Transport for London. The Transport Commissioner meets with senior stakeholders from both the taxi and private hire trades.

**Taxi and Private Hire Trade (17)**

**Question No:** 2018/1281

**David Kurten**

Does the Mayor have any concerns regarding Cambridge Analytica and UBER?

**The Mayor**

TfL recognises the importance of all operators having appropriate measures in place to ensure customers’ personal information is protected.

To help all licensed private hire operators comply with their responsibilities under the Data Protection Act, TfL provides all operators with a summary of the obligations and best practice which apply to handling personal information.


This guide is aimed at the way operators handle customers’ personal information, as well as the personal information of any employees or others who may work with or for them.

TfL will shortly be contacting all licensees to inform them of changes to privacy legislation as part of the implementation of the EU’s General Data Protection Regulation (GDPR).

I understand the Information Commissioner’s Office is currently investigating the activities of Cambridge Analytica and TfL will consider any implications for the private hire trade once the findings are known.
Taxi and Private Hire Trade (18)
Question No: 2018/1282
David Kurten
It has been reported that between 2015 and 2017 there has been a massive increase of 39% of Private Hire (PH) Vehicles licensed in London by TfL and an astronomical 49.6% rise in PH driver licences. The London Cab Drivers Club (LCDC) believes these numbers have had a detrimental impact on congestion, emissions, road traffic accidents and financial hardship for Taxi and established Private Hire drivers. TfL never conducted a survey on the affects this would have. Do you agree with the LCDC that the TfL Taxi and Private Hire office acted negligently by not carrying out an impact and supply and demand surveys before issuing a proliferation of licenses?

The Mayor

Please see my response to MQ 2017/3475 and 2017/4119.

Taxi and Private Hire Trade (19)
Question No: 2018/1283
David Kurten
From 2015 to 2017 TfL increased the number of Private Hire licences by nearly 50%, but there was a decrease of 3% in taxis licences. Does TfL's have an agenda to reduce taxi driver numbers and replace them with private hire drivers?

The Mayor


As you will be aware, my Taxi and Private Hire Action Plan contains a number of measures to ensure fair competition between the taxi and private hire trades in order to maintain a vibrant two tier market in London. This has included a number of measures designed to improve safety in the private hire industry and to support our world-renowned taxis.

Taxi and Private Hire Trade (20)
Question No: 2018/1284
David Kurten
When will you respond to Question 2018/0615: "What is your opinion of the emails that showed the Government apparently putting pressure on former Deputy for Transport, Isabel Dedring, via the former Prime Minister’s policy adviser Daniel Korski?" which I asked in February 2018?

The Mayor

Officers are drafting a response which will be sent shortly.
**Taxi and Private Hire Trade (21)**

*Question No: 2018/1285*

David Kurten  
What “Whistle-blower” protections are in place for taxi drivers who blow the whistle on TfL’s failings or public safety issues regarding TfL 3rd party stakeholders?

**The Mayor**

Transport for London (TfL) is responsible for the licensing and regulation of London’s taxi and private hire trades and its primary purpose is to ensure public safety.

TfL is directly accountable to me and the TfL Board, and I am directly accountable to Londoners. TfL is also subject to the jurisdiction of the Local Government Ombudsman and public scrutiny, including by the London Assembly and London TravelWatch.

Taxi drivers should feel confident that they can raise any concerns with TfL directly and they will be taken seriously and looked into.

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**Taxi and Private Hire Trade (22)**

*Question No: 2018/1286*

David Kurten  
Does the TfL Taxi and Private Hire Directorate hold separate information, files or dossiers on Taxi Trade Organisation reps or Taxi Drivers who they consider to be vocal activists against TFL policies?

**The Mayor**

I am told that Transport for London does not hold such information.

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**End of Borough Commands**

*Question No: 2018/1287*

David Kurten  
What are the total annual savings which you are forecasting by creating twelve area police commands, rather than 32 separate borough commands in London?

**The Mayor**

The BCU model, when fully rolled out across London, is anticipated to deliver £73million in annual savings.
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London Assembly Mayor’s Question Time – Thursday 17 May 2018

Transcript of Item 4 – Questions to the Mayor

Tony Arbour AM (Chairman): We now move to formal questions from the Mayor as set out on the Priority Order Paper.

2018/1151 – Serious and Violent Crime
Unmesh Desai AM

How are you working with the Metropolitan Police Service and the Home Office to tackle the rise in violent crime?

Sadiq Khan (Mayor of London): Thank you, Chairman. This violent crime in London and across our country is simply unacceptable. It cannot be tolerated. Keeping Londoners safe remains my top priority. I am doing everything in my power to end this violent scourge. I continue to press the Metropolitan Police Service (MPS) to keep doing all it can to keep on top of this problem in London.

This is a national problem. I am very clear about wanting to work closely with the Government to deliver all possible solutions for this challenge. We must put aside the differences we have and come together to take on the scourge of knife crime that is ruining lives nationwide.

However, the police service in London, like the rest of the country, is overstretched and under-resourced. Violent crime has been rising across the country since 2014. The Government is failing in its basic duty to keep Londoners safe by imposing cuts of £1 billion on the MPS. The Home Office’s own evidence shows that you cannot keep cutting without consequences.

That is why I am investing an extra £110 million in the MPS to keep police numbers as high as possible. This investment includes an additional £15 million a year to proactively target knife and violent crime. This is funding the MPS’s new Violent Crime Task Force, with investment focused on increased enforcement, and improved technology and equipment.

There is more police presence on the streets as the MPS continues to step up patrols as part of their tireless work in keeping Londoners safe. Police officers have worked overtime and have cancelled leave and rest days to ensure that extra officers can be on duty. On behalf of all Londoners, I want to thank them for their commitment.

However, the police cannot tackle this alone. We need a relentless focus on preventing violent crime from happening in the first place and tackling the causes of crime. To support this, our Knife Crime Strategy is backed up with significant funding to help the MPS and preventative services address this issue. We announced £7 million last year for projects to help tackle youth violence. To support our schools, communities and young people further, I have also set up a new £45 million Young Londoners Fund to help tackle the causes of violent crime and support young people to turn away from criminality.
I recently announced the 43 grassroots community-led anti-knife crime projects across the capital that will benefit from a £1.4 million investment. Together with the police, Ministers, MPs, Assembly Members, councillors, community groups, victims, their families and Londoners, I will continue to work tirelessly to tackle violent crime.

However, while we are doing everything we can from City Hall to tackle this, it also requires national solutions and leadership from the Government. As the Chairman said, last month I brought together London’s political leaders, the Home Secretary and Ministers here at City Hall. I hope that the new Home Secretary, like his predecessor, agrees to my call to put aside party politics and work together on solutions to the problems. I am confident he will. On 26 April [2018], a meeting of the Serious Violence Taskforce convened by the previous Home Secretary in the House of Commons was a positive start. We need more concerted cross-Government action on this issue. That is why it is more important than ever that we work together to make sure that every Londoner, regardless of age or background, feels safe in our great city.

**Unmesh Desai AM:** Thank you, Mr Mayor. Thank you for that very full and comprehensive answer, which unfortunately has not left me with much time in terms of asking supplementaries, but can I also take this opportunity to wish you all the best for Ramadan? *Ramadan Mubarak* and greetings.

Just two things very quickly. You talked about the new Home Secretary and that you have confidence in his ability to address the issue of the cuts to London’s police force. You have, clearly, worked with him, but can I just stress the gravity of the situation. Last night, Dee Collins, Chief Constable of West Yorkshire Police, was on TV on *Panorama* and this is what she had to say:

> “We are seeing increasing amounts of risk to public safety because there are just simply less and less officers and staff. We are doing our best. We could do better. But if there are any further austerity measures, I fear it can only get worse.”

Having worked with the Home Secretary and having said what you have just said, that you are confident that he will come to grips with this issue, do you think that he will, however, given the internal forces that work within the Home Office, be able to fully grasp the situation and fund London’s MPS properly and fairly? Confidence is one thing, of course, but it is action that we are actually interested in.

**Sadiq Khan (Mayor of London):** We are seeing across the country a rise in serious violent crime, actually in a whole range of crimes. The rise in London is not as steep as it is around England and Wales. Around the country, there are 20,000 police officers, fewer now than in 2010. The Home Office’s own research said there is a link between cutting police resources and an increase in serious and violent crime. Unfortunately, the politicians do not agree with the research from their experts. I am hoping a fresh pair of eyes will look at the issue and understand the importance of the Home Secretary lobbying for more resources from the Treasury because, unfortunately, we have seen a cut in police numbers but also a cut in preventative services as well.

**Unmesh Desai AM:** Clearly, the campaign for proper funding for London’s MPS continues, but, very quickly, Mr Mayor, this is a complex problem which clearly requires robust enforcement action, certainly in the short term, alongside long-term prevention. Your Knife Strategy, in June, it will be one year on since you launched it. Is there anything more that you think can be done? What do you make of its success in terms of action on the streets, particularly with regard to social media and youth education?

I will just say this very quickly, bearing in mind that I am running out of the time that is allocated to me. I have someone who has just been elected as a councillor in the London Borough of Newham, Delphine Tohoura. Her
son was the subject of a shooting in December [2017]. I spoke to her last night in preparation for today’s meeting and she expressed to me the importance and to get the message to you about education, particularly getting the message across to young people about the effect of carrying knives and using guns.

**Sadiq Khan (Mayor of London):** I will answer it quickly because of time pressures, but I can say that the Strategy is a combination of prevention, diversion and enforcement. What is a new phenomenon is social media. When we were growing up, if I had a beef with you, I would say it to you face-to-face. It was very difficult for me to tell you I was angry with you or to provoke you from the other side of the borough or the other side of London. Social media is a gamechanger for criminality, as well as the benefits it brings as well, and that is why it is really important that the police and politicians work closely with the social media companies so that they take action speedily. You are right that social media is being used by some people to lead to a proliferation of violent activity, including a rise in serious violent crime to do with knives and guns. I am happy to work with the councillor and the authorities.

**Unmesh Desai AM:** Thank you, Mr Mayor.

**Andrew Boff AM:** At your Violent Crime Summit on 10 April [2018], the Commissioner [of Police of the Metropolis], your Deputy Mayor for Policing and Crime, and the Home Secretary of the time all expressed the view that much of the surge in violence that we have witnessed on London’s streets was linked to the demands of the illegal drugs market. Would you agree with that view?

**Sadiq Khan (Mayor of London):** Yes. All the experts I have spoken to -- and the other thing just worth saying, Assembly Member Boff, is that at the separate meeting organised by the Home Secretary at the time - there have been two - also they mentioned drugs being a big factor in relation to the increase in violent crime, with an international dimension as well.

**Andrew Boff AM:** Thank you for that. [The Rt. Hon] David Lammy MP has stated that, “Most of these killings are being fuelled by a huge spike in the movement of drugs”, and that, “The police and our country has lost control of the drugs market”. Is it not time to take control of the drugs market so that it can be regulated? Is not it time to legalise to save lives?

**Sadiq Khan (Mayor of London):** You raised this question as well at the summit and the Home Secretary quite deftly did not answer the question.

Look, there are different schools of thought in relation to this. I am just not in favour of legalising drugs. I know the arguments that there are and the complexities in the issue, and I know that during the Coalition Government the Liberal Democrats did some work around this area. I am not persuaded, but if there is expert advice that you can point to - and it is the national politicians who will make the decision in Parliament - then of course it is something for them to look into.

I am not persuaded that legalising drugs will lead to the sort of uppy sun lands that some predict it will do.

**Andrew Boff AM:** Are you open, therefore, for me to - with expert evidence - come and present the case to you for you to assess it?

Just for example, we know that cannabis is the most widely sold drug in London, but data released from the Home Office has shown that cannabis seizures have plummeted by 34% in the past five years, whilst class A drugs have dropped by just 12%. All the while, this city sees more and more violent crime. The police have
effectively handed the cannabis market over to criminal networks, which is fuelling violent crime and exploiting young people. They are doing so as they know that no amount of resource committed to the police is sufficient to stop criminal gangs running this market.

Why is this a London issue? London has the highest proportion of young people who have taken drugs. A 2018 National Health Service (NHS) survey shows that 29% of 11-to-15-year-olds stated that they have taken drugs, which is 7% higher than the national average.

If I can present some more evidence to you, I would appreciate the opportunity, and I think many people who have experienced drugs-based crime, and drugs-based poor health outcomes as a result of the illegal drugs market would appreciate that opportunity to present the case.

**Sadiq Khan (Mayor of London):** Chairman, I will say I am very happy to meet with the Assembly Member and the experts he wants to bring along to meet with me and the Deputy Mayor [for Policing and Crime]. Of course, I am happy to meet with you.

However, can I be frank? I do not want to raise expectations. I have not been persuaded so far, but I am happy to meet with you, for you to present the evidence you are talking about. It is a bit more complex than your question suggests, but I am happy to meet with you.

**Andrew Boff AM:** Thank you, Mr Mayor.

**Navin Shah AM:** Mr Mayor, in my patch - I will start with Harrow, which is considered to be one of the safest boroughs in London - on 6 May we had two youths aged 13 and 15 shot at. In Brent, on 1 May [2018] on the border of Harrow, a man in his 30s was murdered in a shooting near Queensbury Station. The community is shocked. They are looking for reassurance and action. Both the Chairman and you have mentioned the cross-party summit and the informal Police and Crime Committee meeting we had in April [2018], which were positive. As you put it quite rightly, we were able to park our differences and we had a constructive dialogue. There was consensus to what I would describe as a multiagency approach to drive down knife and gun crime and serious violent crime.

Now, you have quite rightly gone through a lot of measures involving a number of agencies today, which we support, and we want them to be successful and effective. One thing I want to get your comments about is the area of how important it is to engage with communities and work with them. As it was reported in the *Evening Standard* last week, the top MPS officer has stressed the need to gain help from communities to tackle the crime issue and also, as we heard in this Chamber from various leaders when we gathered in April, the importance of listening to the communities and gaining that confidence as well.

Can you tell us how you would take that important agenda forward so that, with everything we do, communities are on board, are reassured and have confidence in what the police are doing and what we are doing to drive down crime?

**Sadiq Khan (Mayor of London):** Thank you for your question and what you said earlier on. We have talked about the summit held here with senior politicians and the police. What we have not talked about is another summit chaired by Matthew Ryder [QC], Deputy Mayor for Social Integration, Social Mobility and Community Engagement, with Sophie Linden [Deputy Mayor for Policing and Crime] and me. We brought together community groups in City Hall and the level of interest was such that we had to have overspill rooms in the committee rooms downstairs in addition to the Living Room. Those communities were from across London, all
different ages, all different ethnicities, all different socioeconomic backgrounds, some bereaved families, some victims of crime, others with expertise. What was interesting was the number of people who had never been to City Hall before or been invited by City Hall to meet with them.

Additionally, we have gone out to communities and I have been to various meetings across London with Deputy Mayor Sophie Linden and Deputy Mayor Matthew Ryder to meet with the community because - you are right - without the community’s input we are not going to solve this. I am going to give you some examples.

We need big brothers, big sisters, mums, dads, uncles and aunts saying to a young person who is thinking about leaving home with a knife, “Do not leave home with a knife. You are not going to be more safe. You will be less safe”, to the point where to protect the young person that person should think about ringing the police and saying, “You know what? My son or my younger brother has left home with a knife. Because I love him, I am telling you, the police, so that you can take action to stop him harming others or himself being harmed”.

Secondly, it is not just family members but the community that will provide the resilience young people need. I know Assembly Member Bailey and I have talked about in the past “their other family” or the phrase that I have used is the African proverb, “It takes a village to raise a child”. The community is the village and it has a big role to play in relation to making sure young people are resilient so that they do not join criminal gangs, do not think it is OK to carry a knife or carry a gun. Also, the route map to being successful is not getting rich quick by being involved in criminality but working hard at school, getting an apprenticeship and doing the right thing.

I cannot amplify more your really important question about the role of the community and we are doing various things. One thing I should just add, by the way, which is linked to the communities, is that we will shortly be having a meeting with chief executives, council leaders and council leads as well to make sure we get them because councillors often know their communities best out of everyone.

**Navin Shah AM:** That is very welcome and thank you for that. I will talk to Matthew [Ryder] and the Deputy Mayor for Policing and Crime. It would be useful to see if we can have almost borough-wide engagement. Yes, it is great to talk to local authorities and chief executives, etc, but talking with communities about how we can engage with them locally in their patches is very critical. Thank you.

**Dr Onkar Sahota AM:** Good morning, Mr Mayor. Firstly, I would like to take this opportunity to thank you for the leadership you have shown in tackling the problem of knife crime in London and seeking to address the issue head-on.

As Mayor, you have spoken about taking a public health approach to tackling knife crime. Please could you explain to me what you exactly mean by this and what challenges you foresee in implementing such an approach in London?

**Sadiq Khan (Mayor of London):** For those who are not experts - and I know you know about this - one of the things that we saw in the Scottish experience was how they took a public health approach towards dealing with knife crime. It was a long-term initiative and it took more than ten years to get to the bottom of it, but they treated serious violent crime as a virus and tried to deal with the root causes of the virus. Also, they realised that just like with a virus, you can have contagion. If you allow one violent act to not be tackled, it can lead to a domino effect and more violent acts. The idea about treating it as public health is you tackle all
those things: preventing young people joining criminal gangs, preventing young people carrying knives, taking action with drugs that has been referred to previously, diversionary tactics, prevention tactics, using mental health practitioners. It is a holistic approach.

The Commissioner [of Police of the Metropolis] and the Deputy Mayor [for Policing and Crime] have been to Scotland and I have met with the Scottish experts in London. There is an alternative. Just having an enforcement role will not by itself work, as Assembly Member Desai talked about. We need prevention and diversion as well. That is what the public health approach is about and it is referred to in the Knife Crime Strategy published last year [2017] as well.

Dr Onkar Sahota AM: Yes, thank you for explaining the approach, but tell us how you intend to take this forward in London. What are the next steps for us in London to take this public health approach? You say this is multidisciplinary and it needs investment and it needs someone to drive it. How will you take this forward?

Sadiq Khan (Mayor of London): One of the things that the previous Home Secretary deserves credit for is how she accepted that this is a national problem that needs national solutions. She also convened the first of what will be monthly meetings of the Serious Violence Taskforce.

The reason why it is important is that around the table should be the key players: the Education Minister, Ministers from other departments. My criticism - and I have said this to her and I have made this point to the new Home Secretary - is that what is missing there is somebody from Health. There should be someone from Health there for the reasons that I have mentioned. There should be somebody from Justice there as well and the Crown Prosecution Service (CPS). Having the right people around the table is really important and civic society as well because they can just agree things and action them rather than working in silos. My frustration has been with how governments work in silos. I know this from being a former Minister. We need to get rid of the silos and work together.

For example, when it comes to excluding a child, do you realise that by excluding a child, if that person ends up in a Pupil Referral Unit (PRU), it is more likely rather than less that at some stage they will get involved in criminality? That cannot be right. We need education input, pupil-forward input, the Office for Standards in Education, Children’s Services and Skills (Ofsted) input, curriculum in schools input as well. That is education.

Mental health has a big role to play in relation to the help young people are not getting because of cuts in child and adolescent mental health services (CAMHS) and all sorts of other issues. We need to make sure in relation to youth workers in accident and emergency departments (A&Es) that the work that we have funded through Redthread and the St Giles Trust is being amplified. That “teachable moment” is really important as well.

It is really important, of course, to make sure that young people are not enticed into criminal gangs in the first place. The approach we are going to see is holistically getting all the key players working together. You know the concerns around the Youth Offending Teams (YOTs) and the Youth Justice Board (YJB) as well. If you can stop a young person committing their first crime by the time they are 18, it is mission accomplished. There are very few people committing their first crime once they are adults. It is about investing in young people and keeping them active. That is one of the reasons why we have invested record sums in the new Young Londoners Fund.

Dr Onkar Sahota AM: There is this national task force that you are referring to, but will there be a task force for London particularly and are you putting resources into it yourself?
Sadiq Khan (Mayor of London): I am not sure if the Home Secretary calls it a “task force”, but it is a national group, if you like, that meets regularly. It includes MPs like [The Rt. Hon] David Lammy and [The Rt. Hon] Iain Duncan Smith there as well.

As far as Londoners are concerned, one of the things that we are keen to do is to make sure – and Assembly Member Shah referred to communities – that each borough’s Knife Crime Plan is focused towards that particular borough. You will be aware that unfortunately there are a number of boroughs where there is much more serious violent crime than in other boroughs. The press has talked about a “northeast corridor” in London, and we are bringing together those people. There is currently a London Crime Prevention Board that meets regularly, which has the key people around the table. We have now for the first time asked a clinician to come from the health sector. That was missing. We are doing it across London as well.

It is really important that it filters down to the communities. There is no point in politicians and people in positions of power and influence talking about it. It has to be bottom-up as well. That is one of the reasons why the work Matthew [Ryder] and Sophie [Linden] did at the communities meeting – one of many pieces of work taking place – is so important.

Dr Onkar Sahota AM: Thank you, Mr Mayor.

Tony Devenish AM: Mr Mayor, you will remember that the Violent Crime Summit was held in the pre-election period because of the elections and you will agree, I hope, that there was real in-depth insight from people of all parties, borough leaders, MPs and Assembly Members on the day. Are you going to publish a note of what was said to make sure we do not miss any of that good learning and deep experience, please?

Sadiq Khan (Mayor of London): Yes, we are. Can I just also say this; this is not meant to be patronising, but I was incredibly impressed by the Police and Crime Committee meeting as well that happened that week. These were serious discussions. All the knockabout stuff was left at the door. It left me with a sense of optimism. We are intending to do a note of the outcomes.

Just so that you are aware, I have written to the council leaders who came to thank them for coming and all the MPs and stakeholders and stuff, and I said that this work has to carry on. So far, it has been quite encouraging. We will get the note circulated as soon as we can, yes.

Tony Devenish AM: Thank you.

2018/1031 – Crime victims
Shaun Bailey AM

How many individual victims of crime have you met with since becoming Mayor?

Sadiq Khan (Mayor of London): It is important that we engage with victims of crime, that they are supported and that we learn from their experiences. I have met many victims of knife and gun crime and bereaved families over the last two years, nearly always without any media or publicity; I just do not think that is appropriate.
It is worth discussing what happens when a homicide occurs, though, Chairman. The police assigns a Family Liaison Officer to work with the family. One of the things the Family Liaison Officer will say to the family in appropriate cases is that I, as Mayor, am keen to meet with them. I often write a letter of condolence and an offer is made to meet with the family or we can try and provide practical help. I try to help even with those things outside of the Mayor’s powers or control because often we can open doors that the family just cannot.

These families are going through many different things: grief; sometimes they have to identify a body; a post-mortem; arranging for family to come from overseas; retrieving possessions and dealing with and planning a funeral for their child; helping with police appeals and so forth. Sometimes when we reach out to a victim’s family in the aftermath of an incident, their grief is still too raw and they are not ready or do not want to meet. At other times, they have asked that a meeting be kept private and of course we respect that.

As well as meeting with the families of young people killed by knife and gun crime, it has been my sad duty as Mayor to speak to many victims of crime and other tragedies and their families. Following the terror attacks at Westminster Bridge, London Bridge and Finsbury Park, I met with some of those caught up in the tragedies, as well as some of the families of those affected. I have met many of those affected by the Grenfell [Tower fire] tragedy last year. It could well be that a crime has been committed here as well, the police are still investigating. I also met with many survivors and bereaved family members of the Croydon tram crash.

I have, sadly, been to many funerals and memorial services. Deputy Mayor [for Social Integration, Social Mobility and Community Engagement] Matthew Ryder also meets with victims and their families to offer his support and to hear directly from those affected. Deputy Mayor for Policing and Crime Sophie Linden regularly meets and works with victims and groups representing them as well.

When we consulted on the Police and Crime Plan, the Knife Crime Strategy and the Violence Against Women and Girls Strategy, we met with unprecedented numbers of individual victims and victims’ organisations. I will continue to meet victims and their families as it is important not only to give support in the immediate aftermath but to learn from their experiences as we develop policies and deliver services and programmes.

My commitment to understanding and improving the experience of victims led me to appoint London’s first-ever independent Victims’ Commissioner, Claire Waxman. Claire hosted London’s inaugural Victim Summit last year, which I attended and where I met a number of individual victims, too. Claire has convened a Victims’ Reference Group, providing a forum for victims and the victim services providers that help people in the aftermath.

I am determined to improve the services available to victims through our victim services commissioning. That is why I have committed £47 million of mayoral funds over the next three years on direct services to support victims of crime. This is an increase of more than 15% than was previously provided.

Shaun Bailey AM: Good morning, Mayor. Thank you for your answer and I am glad that you have now met with some of the victims of our particularly recent spike in knife crime.

What I really want to ask you about firstly is, in March [2018] the Victims Commissioner launched an inquiry into victim support in London and how it had been supported. Do you know when we will get those results back?
**Sadiq Khan (Mayor of London):** The reports of the work that Claire is doing will be back soon, but, as far as the victim support for young people that we were talking about, that will start next year [2019]. Is that what you meant?

**Shaun Bailey AM:** She was also going to look at when victims are affected by a crime in London, particularly violent crime. She launched an inquiry to look at that so that they get the right support when they need the support. It is my understanding that that piece of work has not finished. Do you know when it will be finished?

**Sadiq Khan (Mayor of London):** That will be finished this summer. It is just worth reminding colleagues that we have also negotiated with the Ministry of Justice (MoJ) some more devolution of court-based services because the ambition is that from the start when somebody has been a victim of crime up until the end of the criminal case, they will receive a joined-up service. Unfortunately, what happens now is, up until it reaches court, it is commissioned by London and, from court onwards, it is commissioned by the MoJ. The devolution deal agreed with the Justice Secretary [The Rt. Hon] David Gauke [MP] means that from 2019 all of it will be commissioned in London.

The separate issue is homicide. Homicide is commissioned from the MoJ and so victim support for homicide victims, unfortunately, is not in London, but you will appreciate that some of the cases recently have been homicide cases. However, that does not matter; I still meet with them, yes.

**Shaun Bailey AM:** I am glad you have moved on to that because I would like some clarification around the thinking you are doing and, if and when you get these powers, around what will change for victim support in London.

One of the key things in combating knife crime is community relations. Many of the victims I spoke to (a) do not feel like the police can protect them and (b) do not feel like they have the correct relationship to give information to pre-empt crime. The MPS’s reputation around homicide support is actually quite good, but around community support -- and that is the terror that knife crime causes. Again, it leads to why a large number of our young people arm themselves: because of the perceived terror.

What will you be changing with these new powers to support those particular victims and their wider communities?

**Sadiq Khan (Mayor of London):** There are two points you refer to and we need to just distinguish the two points. One is that there are victims of crime who are carrying knives and weaponry because they are worried about being victims again, and that is just a fact. You and I have spoken to many young people for whom that is happening. The police has a responsibility to keep them safe but to make them realise that carrying a knife is not the best way to keep them safe, and there is a role there for the police to play, but also encouraging those young people to use victim support services. They are not using them now because often they are not reporting the crimes.

The numbers of times where, even after the most serious criminality, the victims have not co-operated with the police beggars belief. There are a number of reasons why victims are not co-operating, by the way. One is that they are worried about their own safety if they report to the police. Will the police be able to keep them safe? Secondly, it is because they themselves think they can get ‘justice’, in inverted commas, and the police cannot get them justice. Therefore, it is not simply an issue of victim support; it is trying to educate the public.
and inform these groups and reassure them that actually the role of justice is for the police to do, not them. You are right that that is about confidence building.

The victim support work is, if you like, linked to the work of the police. It is, if you like, incidental to the work police do because, often, if you are not reporting a crime, even though you are a victim, there is no chance for getting victim support.

Shaun Bailey AM: I understand that, but I want to make the point that our conversation this morning has been very nonpartisan and that is correct, but in this particular place you as the Mayor of London can make a big difference here. I am seeking clarity and I am prepared for you to write to me about what we will change when we get these powers to support communities because, of course, recovering from an incident like this is very hard for a family and, for the wider community, it is generating more knife crime and it is building a barrier with police. We need to change that or else we will never get on top of this problem.

I just want to go on to give you something else to really get on because this is something that I want to lay at your door. You know that I try not to make too much party politics with you, but we have had a 44% increase in knife crime. I hear you say that it is a countrywide problem and that there has been a rise in violent crime across the country, but we have had a 10% fall in London of people who have been proceeded against by the police. Again, this is something that you can make a real difference with. What are you as the Mayor of London going to do about changing around the fact that the police are proceeding against fewer people when we have such a huge increase in knife crime?

Sadiq Khan (Mayor of London): I am sure you saw the same programme that the Assembly Members here saw last night in relation to the police explaining the reason why, across the country, they are not proceeding with many offences even though offences are going up, and that is the lack of resources. That is the explanation given by police officers on a programme last night on TV, not me, not Labour Assembly Members, but by police officers outside London.

By the way, the increase in homicides that are drug-related nationally is 55% and so that is the context of the increase in crime in London. Of course, I accept responsibility as the Police and Crime Commissioner for London¹, but we cannot escape the fact that across the country, in England and Wales, 39 of the 43 police forces have seen an increase in knife crime. I accept that we have to do much better.

Shaun Bailey AM: I accept that, Mr. Mayor. We would all like, particularly our London police, because that is our focus here, to have more police. However, all of your press releases talk about the extra £110 million that the Government has given you access to, which is a great thing and we would like more. Could we have some detail about what you are going to do about that? You and I both know that getting on top of victim support would make a significant difference to the amount of knife crime we have in our town here in London. What can you do to have the police do more with the new money you are providing and the Government is providing, particularly around proceedings? You just used the word “justice” and you know that a lot of young people, if they do not perceive that there is some justice, will take the law into their own hands. Again, you are in a prime position to do something about this. Could I please ask you for some detail - and I accept you may have to write to me on some of this - about what you will do with our local police, the MPS, about more proceedings happening in London against people who commit knife crime?

¹ The Mayor is the occupant of the Mayor’s Office for Policing and Crime in accordance with the Police Reform and Social Responsibility Act, 2011 under section 3 (3).
Sadiq Khan (Mayor of London): Let me just clarify the errors in the question from the Assembly Member. Number one: the increase in funding the police are getting this year is because the Government has allowed us to raise council tax in London to £12 per person, roughly speaking 5.1%. The Government has not been generous to us. It has said, “You can raise a tax that is the most regressive tax there is in London” --

Shaun Bailey AM: That is why I used the word “access”, Mr Mayor.

Sadiq Khan (Mayor of London): Let me answer. Chairman, look; what I have done is raised the council tax to the maximum allowed. That has raised, roughly speaking, £50 million. Separately, I am diverting business rates to this area and so in total there is £110 million being spent this year on policing. £15 million of that is being ringfenced for the Violent Crime Task Force --

Shaun Bailey AM: Sorry, Mr Mayor. I do not mean to be rude but that is not the question I asked you. I did use the word “access”. I did not act like someone had sent you a cheque. I did use the word “access”. This is not about you and the Government and the relationship we have with funding. It is about what we will do with the money we already have. You have this money; I am just asking you what you are going to do differently to improve the situation with the money you have here in London. That is all I am asking you.

Sadiq Khan (Mayor of London): OK. We have set up a Violent Crime Task Force and £15 million is ringfenced for that work annually. That is really important. Separately, there is money we have invested with young people, which is being done differently. There was £7 million last year for anti-knife crime projects and an additional £45 million over the next three years on the Young Londoners Fund. That is a record amount of sums invested in young people, differently to what was done previously. That £45 million, by the way, is also money diverted away from business rates to use with young people. The applications have opened. They opened this week and we are encouraging groups across London to bid for the £45 million worth of money. That is a key part of the prevention and diversionary part of dealing with knife crime. We have also --

Shaun Bailey AM: Mr Mayor, can I just stop you? We all know we have time constraints. Thank you for --

Sadiq Khan (Mayor of London): Chairman, I am really sorry. Chairman, I am asked a question, which was to give details of the differences. I am giving the answer and I am being interrupted for a second time. I mean --

Shaun Bailey AM: That is only because, Mayor, I am just going to ask you to focus particularly. I accept your answer and I welcome it. I just want you to focus particularly --

Sadiq Khan (Mayor of London): I had not finished it, but --

Shaun Bailey AM: That is fine because you are giving me details I do not need that you have already spoken about and that I can get elsewhere. I just want to focus on victim support. That is all I am asking, just about victim support, because we have time constraints in the Chamber.

Sadiq Khan (Mayor of London): OK. On victim support, Chairman, what I am doing differently, which I thought the question was, is I am committing £47 million of funds to direct services to support victims of crime over the next three years. What I am doing differently is increasing the amount victims get by more than 15% from the previous Mayor. I hope that answers the question in a succinct manner.

Shaun Bailey AM: Yes, it does, Mayor, and I thank you for the answer, but you cannot complain that I want you to give it specifically around victims because this is something in London that people really feel is not
being heard. You have done a lot of community meetings. I am sure you will have learned from those communities that they feel they are not being supported. That is enough from me, Chairman.

Tony Arbour AM (Chairman): All right. Thank you very much.

2018/0939 - Improving the financial health of young Londoners
Caroline Russell AM

In light of the London Assembly Economy Committee report, Short Changed: the financial health of Londoners, what will you do to improve the financial health and financial education of young Londoners?

Sadiq Khan (Mayor of London): Thank you, Chairman. Can I begin by thanking you, Assembly Member Russell, for your work over the last year to chair the Assembly’s Economy Committee? I wish Assembly Member Hall the best of luck over the next year chairing that important committee.

It is vital that Londoners are equipped with the tools they need to manage their money effectively and the recent London Assembly Economy Committee report, Short Changed, was right to highlight the need to improve the financial health and education of young Londoners. City Hall recently conducted a representative survey of young people in London that showed less than half could identify having learned anything at school about how to manage money. This is despite financial education being added to the secondary school National Curriculum in 2014 as part of citizenship education. These results reflect similar national surveys conducted by the Money Advice Service and, as more and more young people are borrowing to cover basic living costs, the need to properly prepare them to manage their finances has never been greater.

I am currently finalising plans for a summit at City Hall that will bring together local authorities, education providers, banks, charities and technology companies to identify how City Hall can best support partners in addressing these challenges. This summit will look to address a number of the recommendations covered in the Short Changed report and I will happily extend an invitation for representatives of the Economy Committee to attend.

Improving the pay and quality of employment in London is also important for improving the financial health of Londoners. This year I will be launching my Good Work Standard that will promote further the London Living Wage and encourage more employers to pay their staff fairly. It will also look to promote the uptake of payroll-deducted loans for employees, as well as membership of credit unions, which are an important and vital alternative for people who are excluded from mainstream finance.

Caroline Russell AM: Thank you, Mr Mayor, and thank you for your very positive response to the Economy Committee report on the financial health of Londoners. I am really glad to hear you not only promising to host a summit but talking now about getting that organised. Bringing together technology innovators, fintech providers, voluntary and community sector organisations and education providers is really important if we are going to improve the financial health of Londoners.

There are going to be a lot of organisations that are keen to attend the summit, people working with some of the most marginalised groups in London and also some of the big banks with their corporate social responsibility functions. Which team within the Greater London Authority (GLA) is going to be organising your summit and which Deputy Mayor will this sit with?
**Sadiq Khan (Mayor of London):** I will work with the new Chairman [of the London Assembly’s Economy Committee] and you to make sure we get the right people there. I am happy to do that. This is about making sure we get the right people there. We would kick ourselves if they were not there. Chairman, I will arrange for my team to meet with the new Chairman and Caroline to make sure it is a success.

**Caroline Russell AM:** That would be fantastic. Thank you. Do you know when you are hoping to get this summit to happen?

**Sadiq Khan (Mayor of London):** I do not have the date, but it is not far away. “Summer”, I think, is the phrase the officials like me to use. They prefer seasons rather than dates.

**Caroline Russell AM:** OK, summer. I will chase you in September if it has not happened.

**Sadiq Khan (Mayor of London):** The team will meet before then to make sure the right people are there.

**Caroline Russell AM:** Fantastic. Our report revealed that just over a quarter - that is 27% - of 18-to-30-year-olds in London say that they are in debt all the time. I recently met with MyBank and the JPMorgan Foundation, and they told me about a project they have been doing in Greenwich and also in Newham called the Money House project. They work with young care-leavers, preparing them for life as adults managing their own finances. It has been a real success and they are wanting to help to build relationships with more local authorities to help them scale up their project across London.

One practical thing you might be able to do, Mr Mayor, is to use your channels of communication to share this good practice and help MyBank to engage with local authorities so that they can extend this project working on the financial health of, particularly, some of the most marginalised young people, the care-leavers. Is that something you would look at?

**Sadiq Khan (Mayor of London):** There are two things. Firstly, it says autumn, not summer, and so apologies for that, but we will get you the date for the summit.

One of the reasons why we want to have a summit is to get best practice and then to roll it out. It would be a mistake to start scaling up things before the summit because, as I understand it from your report, the idea for the summit is to get everyone together, get all the ideas and best practices and then roll them out, but that is the sort of thing. When there is a summit, it would be a good presentation to have so that we can see whether others are doing that and whether we can scale it up.

**Caroline Russell AM:** Great. Thank you. Then finally, in your response to the report, you say that you are planning to conduct another survey with young people in London. Can I ask if you know when that survey is likely to go live and also how you are going to make sure that you get a really good range of young people from very diverse communities and different socioeconomic backgrounds to complete it?

**Sadiq Khan (Mayor of London):** The survey was done in February and March [2018] and will be published, as normal with the timetable for surveys, on 6 June [2018] and so you will see it. It was quite representative of 16-to-24-year-olds and you will see the results when they are published in June, but they are imminent.

**Caroline Russell AM:** Thank you very much, Mr Mayor. I am coming to the end of my time and so thank you for your offer to work closely with Assembly Member Hall and me on taking this work forward. Thank you.
On the morning of Thursday 12 April 2018, Deputy Commissioner Sir Craig Mackey appeared on the Nick Ferrari show on LBC Radio and said of the death of burglar Henry Vincent: “This is a tragedy for the family who have lost a loved one. It is also a tragedy for the homeowner forced to take the action he did. I am pleased we got the quickest possible decision for him in relation to his actions.” (http://news.met.police.uk/news/deputy-commissioner-sir-craig-mackey-comment-on-floral-tributes-left-in-hither-green-302519) What kind of message do you think Sir Craig’s statement sends to the law-abiding folk of London?

Sadiq Khan (Mayor of London): First, I want to say that my thoughts are still with Mr Osborn-Brooks and his wife. For anyone having their home broken into, this is a traumatic experience, but the circumstances involved in this case were very distressing. Immediately following the incident, the homeowner, Mr Osborn-Brooks, was arrested pending further investigation. This is understandable bearing in mind someone had lost their life, but I am pleased that the MPS worked quickly with the CPS to get a decision over Mr Osborn-Brooks and he was released very quickly without charge.

The steps taken by the MPS as outlined by Sir Craig Mackey [Deputy Commissioner, MPS] make clear that the police will conduct a thorough but swift investigation of any incident in which someone has lost their life. The law of self-defence is also clear: homeowners can use reasonable force to protect themselves or others, to carry out an arrest or to prevent a crime. Incidents such as these are dealt with on a case-by-case basis by the police and the CPS, taking into account the circumstances. As we have seen in this case, dealing with this case was done in a sensitive way and a balanced way.

Peter Whittle AM: Thank you very much for your answer, Mr Mayor. It is interesting that I asked this question in the context of what we have been talking about this morning, particularly about the need for victim support. I accept everything that you say there, but do you think therefore that the particular wording and the statement and the way that Deputy Commissioner Mackey actually put his priorities in that statement was at the very least, shall we say, insensitive? That was the reaction instinctively on seeing it or hearing it.

Sadiq Khan (Mayor of London): The way the police dealt with the case in relation to the homeowner was swift and very good. The fact that you have to accept is that when we think about the person who lost his life, his family has lost somebody they love. That is the point that the Deputy Commissioner was trying to get across; not condoning, of course, that sort of appalling criminal behaviour, but recognising that that family has lost somebody they love.

Peter Whittle AM: We would have come to some sort of stage if he was condoning that behaviour; of course not. However, it just shows something about maybe a lack of leadership or whatever when it comes to violent crime because, as you point out, there were various events after this. There was the situation with these floral tributes, which somehow or other the police did not do anything about. It kind of went on. There was a feeling that somehow or other the victim, if you like, and perpetrator were in some ways -- you know, the waters were being muddied. This particular statement - where in fact the supposed tragedy of the death of Henry Vincent was actually mentioned first before the homeowner - was somehow emblematic of the way, do you think, that the police maybe operate in many situations now?

Sadiq Khan (Mayor of London): That is not the experience in this particular case. I remember previous cases in previous years when homeowners have faced prosecution for using reasonable force to defend their
families and their homes. To give the police credit - and we should once in a while - they acted pretty swiftly with the CPS. Look, somebody lost their life. The police has to investigate that. Otherwise, you would be criticising the police if they do not investigate that. They investigated, liaised with the CPS and swiftly released without charge, which is progress.

**Peter Whittle AM:** Yes, nobody is doubting that for a moment. In a way, the fact that the particular guy in question - the burglar - was a career criminal and all the rest of it is irrelevant to the actual principle here. The fact is that, although I agree with what you say and no one is doubting that and the right of the homeowner to protect himself, at the same time what the police say, particularly in times like this with violent crime, is terribly important symbolically. Do you, therefore, not have any problem with his statement on *London’s Best Conversation (LBC)*?

**Sadiq Khan (Mayor of London):** I listened to LBC and I have read the transcript. As someone who has done *LBC* on a regular basis, often you are speaking very quickly and it gets very fast. It is different to a statement being prepared in advance and all the rest of it.

What I would say is this. It is really important that we have a criminal justice service that supports victims. That is one of the reasons why I have appointed the first-ever Victims Commissioner and why we are investing record sums in victims. However, you are right. If inadvertently - and it must have been inadvertently; I know it is - an impression is given that the victims are an afterthought, that is wrong. That sends the wrong message. We have to make sure there is no confusion about victims taking priority.

**Peter Whittle AM:** OK. I accept all that, too, but the fact remains that the Deputy Commissioner is a public figure, like you, Mr Mayor. He must know what it is like to do interviews and all the rest of it. All your words are weighed. You must know that better than most people. Therefore, I just would say again that this particular statement was so unhelpful and unhelpful to the residents around there because I went down there myself. I would be grateful if you could at least say that this was perhaps wrongly put.

**Sadiq Khan (Mayor of London):** I am not going to say that this was wrongly put. What I am going to say is that the police’s behaviour in relation to the quick release and the quick work with the CPS should be commended, but it also gives me a chance to say again that homeowners must be allowed to use reasonable force to defend themselves, their families and their properties. I am pleased that a few years ago the CPS clarified that with the guidance it gave.

In this particular case, I am really pleased that Mr Osborn-Brooks was released without charge quickly. He is still distressed, by the way. That family is still traumatised. If you have suffered a burglary you will know how traumatic it is, particularly an aggravated burglary, and our thoughts should be with him, which is how I began my answer.

**Peter Whittle AM:** They certainly should. In fact, not just traumatised; he probably will never go back to the house. He is in a safehouse and the family, as you probably know, of the particular burglar decided to have the funeral going past the house. That was utter provocation. Anyway, my time is up. Thank you.
Almost one year from the tragedy of Grenfell Tower that claimed the lives of 71 Londoners, many people across the country have discovered that they are living in unsafe homes. What action are you taking as Mayor to support those Londoners who have found themselves living in buildings clad in ‘highly combustible’ materials?

Sadiq Khan (Mayor of London): Thank you. The fire at Grenfell Tower last summer devastated the North Kensington community. As Mayor, I will do everything within my power to ensure that justice is achieved for the bereaved, the survivors and those who lost their lives.

The fire also raised urgent questions about the safety of other blocks that may have similar cladding. I do not have formal powers to intervene where there are building safety issues and I do not have any role in the system of building control. However, I am determined to do everything I can to make sure residents living in affected buildings are safe. The fact that dangerous cladding has now been found on 158 social blocks across the country and on an increasing number of private blocks highlights just how broken the building safety system is.

For that reason, I endorsed Dame Judith Hackitt’s [Chair of the Independent Review of Building Regulations and Fire Safety] interim findings as an important step forward when they were published in December [2017] and hope the final review released today will deliver the fundamental reform that is needed. I will be reading the report in detail later today and will respond in due course.

Our top priority must be to make sure that Londoners living in affected blocks are not in danger. The London Fire Brigade has carried out more than 700 inspections of high-rise blocks since June [2017], designed to support building owners to put in place appropriate interim fire safety measures while we await the removal and replacement of unsafe cladding. These interim measures may include the installation of a common alarm system or a 24-hour waking watch and a change to the evacuation procedure. My team has also been working with London boroughs and housing associations to understand the scale of safety issues in buildings they own.

I welcome the announcement, finally, from the Government yesterday that it will fund the remedial works on tower blocks owned by councils and housing associations. I remain, however, very concerned about the situation with privately-owned blocks. It has taken the Government almost a year to intervene in the social sector and I dread to think how long it will take for them to get a grip on the issues with affected buildings in the private sector.

First, the total number of private buildings with dangerous cladding is still not confirmed. The Government’s strategy appears to rely on the owners of buildings with unsafe cladding to come forward voluntarily. This is not happening comprehensively and London boroughs require much greater support to take necessary enforcement action and to get a grip on this issue. The £1 million committed by the Government to date is utterly inadequate given the potential scale of the issue.

Second, it is unacceptable that works have been delayed because of legal disputes over who is responsible for the costs on private-sector blocks.

Tom Copley AM: Thank you for that answer, Mr Mayor. I want to turn to the Hackitt report first because I was extremely concerned that the final report, as was trailed a week ago, will not be recommending a ban on combustible cladding being attached to buildings. I wondered what your position was on that. Are you
concerned that on Radio 4 this morning Dame Judith Hackitt incorrectly claimed that no cladding systems using combustible materials had passed large-scale tests?

**Sadiq Khan (Mayor of London):** I have not read the report and so all I have to go on is the summary that has been in the media. Therefore, my answers are with that caveat.

I am surprised. I am really surprised. There is also a different issue about desktop safety measures in real fire situations. All I can say is I will read the report today and then speak to the experts from the London Fire Brigade and others who are experts on this. I am surprised by what I have heard this morning.

**Tom Copley AM:** OK. Thank you for that answer on that. I want to turn now to the announcement from the Government yesterday, finally, as you say, to compensate councils and housing associations. With the London Borough of Camden already reporting having spent £50 million on recladding five tower blocks, do you think £400 million from the Government will be enough to fully fund this recladding?

**Sadiq Khan (Mayor of London):** One of the things that we have to recognise is that over the last year the anxiety caused not just to councils and housing associations but to those tenants has been phenomenal. I do not understand why it has taken a year to do this. We should welcome the fact that the Government has done a U-turn.

**Tom Copley AM:** Absolutely.

**Sadiq Khan (Mayor of London):** What I would hope is that the £400 million is not a ceiling. I am hoping that they will realise that actually, if the principle is accepted that they will support councils and housing associations, then there must be no upper limit. Councils like Camden and many others are taking action and they should be assisted, but they cannot afford, frankly speaking, to do it themselves.

**Tom Copley AM:** You mentioned 158 social blocks across the country having this sort of cladding. Have you made any assessment or do you know of any assessment of the number of those that are actually in London itself or is there just a figure for the whole country at the moment?

**Sadiq Khan (Mayor of London):** For the social blocks of housing associations and councils, there is a figure for London. The councils have been working very closely - all councils of all parties across London - with the London Fire Brigade to make sure inspections take place. The London Fire Brigade has been working around the clock for these inspections to take place. We have a figure which I can give to you. I do not have a figure for the private blocks for obvious reasons and that is one of the big concerns people have.

**Tom Copley AM:** OK. If you could let us know the figure afterwards, that would be very helpful. Thank you very much, Mr Mayor.

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**2018/1117 - Bus services in London**  
**Caroline Pidgeon MBE AM**

*What plans do you have to ensure greater involvement by the public in changes to London’s bus services?*

**Sadiq Khan (Mayor of London):** Thank you, Chairman. London has one of the best bus services in the world. The way people use bus services, though, is constantly changing. Transport for London (TfL) will
always need to review the network to make sure buses are efficient, safe and reliable and that they offer the best value for money. In central London, fewer people are travelling by bus and instead people are walking, cycling and using our updated rail and Tube network. At the same time, falling bus speeds caused by increasing congestion and roadworks have made customer journey times excessively variable. That is why TfL is making changes so that the bus network will be simplified and used more efficiently. This will make best use of capacity and support our other priorities such as reducing emissions and improving our streets for everyone to use. More buses will be deployed in areas that require additional capacity or where we have seen demand for an increase in bus capacity.

When making these changes, I expect TfL to engage with customers and for the voice of the community to be heard. TfL publicly consults on structural changes such as changes to bus routes and last year it carried out public consultations on 91 routes. Additionally, TfL speaks to stakeholders and customers on other changes to the bus network such as changes to service frequencies.

However, I understand that the subtleties of what is subject to consultation and what is not can be confusing to members of the public. TfL is working to get better at how it does this and has implemented changes over the last year to improve how it engages with communities. This includes creating the Local Communities and Partnerships Team, which is dedicated to working with elected representatives and community and business groups at a local level. This sort of engagement is particularly important for people with accessibility requirements such as wheelchair users, visually impaired people, and parents and carers with babies and children. The Local Communities and Partnerships Team will maintain discussions with local representatives to ensure they are kept involved.

In response to concerns raised by Assembly Member Dismore and Assembly Member Copley, I have also asked that TfL ensures that it briefs the Assembly’s Transport Committee before major bus consultations are launched.

Caroline Pidgeon MBE AM: Thank you very much. Whilst I acknowledge that some routes have seen additional buses, the majority are seeing cuts to the frequency of buses. Take the RV1 that goes past City Hall. Do you accept that mistakes were made in cutting the bus route from six per hour to three per hour without any advance notice to passengers?

Sadiq Khan (Mayor of London): I accept the consultation that should have taken place. The advance notice was not done. I do not accept that there are not good reasons to reduce the service. I can go through the reasons if you like.

Caroline Pidgeon MBE AM: No, but you accept that it was not the right way to do it without any advance notice?

Sadiq Khan (Mayor of London): Yes.

Caroline Pidgeon MBE AM: The cuts to the RV1 bus started on 10 February [2018] and on the next day, thanks to a freedom of information request (FOI), we now know that a senior TfL officer wrote to your office stating:

“To avoid further situations like the RV1 bus changes, I have had a quick look on upcoming bus changes.”
He ends the email:

“I appreciate the upcoming election can change how we may need to act in the short to medium term, but any guidance appreciated given Val [Valerie Shawcross CBE] was not particularly happy with being surprised with the RV1 change.”

Do you think it is acceptable that not only were the public kept in the dark about cuts to the RV1 and other services but so was your Deputy Mayor [for Transport]?

**Sadiq Khan (Mayor of London):** Yes, that is why I made the point in answer to your previous question. The way it was handled was not good enough and that is why they have to do better.

**Caroline Pidgeon MBE AM:** In your answer to my question, you have said that you are going to look at public consultation on big changes to bus routes, but on the timetabling and the frequency the new team are just going to engage with customers and have discussions with local representatives. You have stated quite rightly that you want to be the most transparent Mayor of London. Will you agree to bring in genuine consultation on changes to bus routes including the frequency and the timetable, rather than simply a notification?

**Sadiq Khan (Mayor of London):** It is not realistic to expect every time there is a change in frequency for there to be formal consultation unless you reduce the quality of the consultation. What is important is, when there are changes, there is proper, good-quality consultation. What is important is that the new team we have set up works proactively with not just representatives but community groups, particularly those that have issues with access and are not on social media or on digital. That is important, that elected representatives are informed in advance so that they can then filter that down and inform their constituents. It is really important.

To give you an idea of the scale, we have something like 9,000 buses, 700 routes and 1,900 stops. The idea that TfL would be expected to consult every time there is a change in frequency is just not realistic.

**Caroline Pidgeon MBE AM:** If a route is being changed, OK, I accept that you may say that it is a small change to a route, but if the frequency of a bus route is actually being halved from six an hour to three an hour, that is a significant change. Would you consider pushing TfL to consult on something on that scale, which really will change how people can use that bus route?

**Sadiq Khan (Mayor of London):** That is one of the things that the new team that has been set up will be looking into: how they can better keep people informed. Sometimes it is just keeping them informed, so that if you know in advance that a change is taking place, you can make alternative plans. For example, for the bus route you mentioned, there are other buses. There are three routes as alternatives that people could use as well. The particular problem here is obviously the Tooley Street works, but giving people advance notice and giving them alternatives is really important.

**Caroline Pidgeon MBE AM:** When a route is being halved in frequency, will you look to consult passengers about that rather than just inform them?

**Sadiq Khan (Mayor of London):** It depends. I cannot give an answer for every single route which may be changed in the future. There are on average --
Caroline Pidgeon MBE AM: No, but halving the frequency is quite a lot if you are going from six to three an hour. Will you at least look at that? It is quite a high change. It is not just an additional bus in or an additional bus out. Will you look to consult Londoners on significant changes like that?

Sadiq Khan (Mayor of London): I cannot give an undertaking to consult when there is a change on frequencies, no.

Caroline Pidgeon MBE AM: That is very disappointing.

Sadiq Khan (Mayor of London): What I can do is, when there are structural changes, we will consult as we normally do. Because of the representations made by Assembly Members Dismore and Copley, we will make sure the Transport Committee is kept engaged. We have a new team now working on more consultation with Londoners and it is really important that they do so.

Caroline Pidgeon MBE AM: That is very disappointing, Mr Mayor. Thank you.

Andrew Dismore AM: Thank you, Chairman. In Barnet and Camden there have been recent cuts to bus services. There have been consultations on some of these; for example, on the complete cut of a route like the original route 13, but the problem is that the outcomes of the consultations are ignored anyway.

If there are frequency reductions, there is no consultation at all, and that can be compounded if there are several routes cut in this way at different times. For example, Golders Green to Finchley Road via Childs Hill has seen an 8% reduction overall; Finchley Road to Park Road via Swiss Cottage has had an 18% reduction.

Following on the points that have been made, is it not right that if there is this sort of salami-slicing of routes, there should be some consultation at some stage to make sure that people’s views are considered and, more importantly, that those views are actually listened to rather than it being just an exercise?

Sadiq Khan (Mayor of London): Can I just explain this? If there is a popular bus service and there is more demand for the bus service, there will be more buses on that route. It is a basic supply-and-demand issue. If there are fewer passengers using a bus, I don’t think it is unreasonable for there to be fewer buses on that route. When you say “consultation”, the suggestion given by Assembly Member Pidgeon is that even though there are fewer people using the bus, even though there is a need for fewer buses, we should continue to have more buses, at a time when we have lost the operating grant, when our buses are subsidised by £600 million a year from other public transport users. That is not realistic. I have to be honest with Londoners in relation to how supply follows demand. If there are fewer people using those bus routes, it is not surprising if TfL decides to have fewer buses on the route. The key thing, though, is, when there is a change in routes, for there to be proper consultation and also, when there is a change in frequency, for people to be informed of that so that they can make alternative choices.

The real gamechanger for bus passenger users is going to be us improving the reliability of buses. That is really important in relation to one of the reasons people give for not using buses anymore. The unlimited bus Hopper with unlimited bus travel within an hour makes it possible for you to get off bus 1, get onto bus 2 and get onto bus 3 within the course of an hour. A good example is around this area where there are buses doing similar routes, which people can quite easily use as well.
The third point is to move buses to those parts of London where there is more demand for them, and so we will be reconfiguring our buses to move them from those areas where there is less demand for that bus to those areas where there is greater demand. I do not apologise for that.

**Andrew Dismore AM:** I do not want to push this because we have little time, but if we look at route 13, that was a disingenuous cut because the 82 bus was scrapped, but in fact it was the 13 bus that was scrapped and the 82 was renumbered 13. There was a huge outcry and there still is because the service is so unreliable. I get never-ending complaints about the change. There was huge opposition to that particular change locally, all ignored.

The point about fewer passengers using fewer buses then results in a vicious circle because reliability is not just about turning up on time; it is also about frequency. If we are serious about trying to get people out of cars and onto public transport, they have to know that there is public transport there for them to actually use.

**Sadiq Khan (Mayor of London):** That is one of the reasons why we have made sure that, particularly post Oxford Street being pedestrianised and fewer buses now going down Oxford Street than previously was the case, those buses will move to outer London. The buses will go to where there is demand for those buses. That could be because of more housing, it could be because there are more jobs in an area or it could be because there are no other forms of good alternative public transport.

Bear in mind that the business of TfL is to make sure we provide a public transport system but to make sure that we follow demand. It would be perverse for TfL not to want to provide buses in those areas where there is demand for buses. That is what they are going to carry on doing.

**Steve O’Connell AM:** Thank you very much. On the consultation point, I am pleased that over the years I have been here to see an improvement in the way TfL has worked with local communities and I welcome the new Partnerships Team.

On a strategic point, I will not specially plead on individual routes, but for some considerable time we have been talking about the rebalancing of bus services from inner London to outer London, particularly zones 5 and 6, which many of us represent, where they are overdependent on bus services because there are no alternatives. I regret that over a period of time we have not seen an improvement. We have seen strategies and words about it, but, Mr Mayor, can I urge you to press a fast-forward button on what I call the “rebalancing” of bus services away from zones 1 and 2, where there are plenty of alternatives, out to zones 5 and 6? Can I have your response to that, please?

**Sadiq Khan (Mayor of London):** You are right. We need to show that we are doing that. Later on this year when the next plan for transport is published - and Assembly Member Eshalomi also raised this issue last time - we will give you details of the movement so that you can be reassured that we are seeing more bus kilometres in outer London than in inner London, as is the plan.

**Steve O’Connell AM:** I look forward to that, Mr Mayor. Thank you.

2018/1007 - Affordable Housing

**Gareth Bacon AM**

Are you still confident that you will achieve your affordable housing targets?
Sadiq Khan (Mayor of London): Thank you. My targets for building new affordable homes are very challenging. Frankly, no Mayor has achieved the level I am aiming for, which is made even more challenging by me ditching the previous discredited definition of what an affordable home is. They are all stretched - the GLA, councils, housing associations and others - as we set out to substantially boost the number of genuinely affordable homes we are building in London.

Recently published statistics give me reason to be confident. Last year we started 12,526 genuinely affordable homes, including thousands of homes based on social rent levels. This was the highest number of affordable home starts in any year since funding was devolved to City Hall. It included 2,826 homes based on social rent levels. This is more than the previous four years combined and up from the pipeline I inherited, under which the number of homes for social rent supported by City Hall fell to zero.

As well as those homes we fund, I have also been using my planning powers to increase the level of affordable housing toward my long-term target for 50% of new homes to be genuinely affordable. The proportion of new affordable homes granted planning permission halved from 26% in 2008/09 to 14% in 2015/16. In 2014/15 it was 13%. Since day one, I have been working to unwind this terrible legacy. Last year, we saw 34% of homes on larger schemes seeking planning permission being affordable as our new approach begins to take hold.

Despite this success, we need to go further. That is why just yesterday I announced a new council homebuilding programme to get councils building again after years of arbitrary rules and restrictions keeping them down. This programme will contribute to the delivery of 10,000 council home starts and Right to Buy replacements over the next four years, more new homes than councils have built for decades.

We must do all that we can with the powers and resources available, but I am also clear that truly fixing the housing crisis with a step-change in the number of socially rented homes and other genuinely affordable homes being built requires national Government to step up. To build the affordable homes in my draft London Plan, we need £2.7 billion a year of affordable housing funding, four times what we currently receive. At the very least, the Government should immediately restore funding to the level it inherited in 2009/10 when £1.75 billion was invested in new affordable homes in London.

Gareth Bacon AM: Thank you very much for that answer, Mr Mayor. In November 2016, the Government awarded you £3.15 billion to fund the building of 90,000 affordable homes, and your press release at the time hailed it as the greatest housing deal ever secured by City Hall. Halfway through your mayoralty, GLA Housing and Land - and you have just quoted the figures - showed that you have started 21,461 homes, which is less than a quarter of your own target. Has the Government’s investment in your mayoralty been a good one?

Sadiq Khan (Mayor of London): We shared with the Government our delivery ranges for the four years and so these are agreed with them. Part of the negotiation with the Government on the starts was to agree, each year, delivery. The agreement we had with the Government last year was 12,500, which we have met. The delivery range over the next few years is in 2018/19 between 14,000 and 19,000, in 2019/20 between 17,000 and 23,000, and over the following two years between 45,000 to 56,000, and so they are very challenging. I am not shying away from that and so we will continue to work with developers, councils and housing associations to try to meet those targets.
Gareth Bacon AM: To hit your target by March 2021, you are going to have to deliver on average 23,000 homes per year, which is almost 2,000 a month, and that is double the current run rate. How do you plan to effect that step-change?

Sadiq Khan (Mayor of London): We already have deals for 50,000 starts over the next period. The way to think about it is as a graph that looks like a tick. It is a steep tick and it is gradual. Last year we broke the record and we need to break it again this year and it is going to be pretty tough, but we have the deals with the housing associations and developers for the next couple of years and we will see. Each quarter we get how we are doing, and so I am optimistic that the deals we have made will get us there, but it is going to be very challenging.

Gareth Bacon AM: Just on one point there, factually, Mr Mayor, you said you broke the record. The record for what?

Sadiq Khan (Mayor of London): For the number of genuinely affordable housing starts since it was devolved to City Hall.

Gareth Bacon AM: Genuinely affordable? That is by your new definition, not the previous one.

Sadiq Khan (Mayor of London): We can use the dodgy one, if you want. Let me use the dodgy one. It is the record for the most affordable housing starts since it was devolved to City Hall, even using the dodgy definition. They could not do it with that.

Gareth Bacon AM: In 2009/10 the figures from GLA Housing and Land were 15,629 and in 2010/11 16,351.

Sadiq Khan (Mayor of London): It was devolved in 2011/12.

Gareth Bacon AM: OK. What constitutes a “housing start”, Mr Mayor?

Sadiq Khan (Mayor of London): It is a definition given by the Government and the construction [industry]. It is not planning permission granted; it is when on a site there is construction beginning on the site. It is not a spade in the ground, if you see what I mean. It is when they go onto a site.

Gareth Bacon AM: At the end of February 2018, you had started 6,725 homes and, by the end of the following month, that figure had apparently increased to 12,526, which you quoted earlier. That means that in the final four weeks of the financial year, you had started almost as many homes as you had started in the previous 48 weeks. What do you attribute that to?

Sadiq Khan (Mayor of London): If you look at previous years, the last quarter is often the one where there is a steep increase. Some of that is data inputting, I am told, in relation to quarter 4. I am not an expert in construction but, if you look at previous years, the increase does tend to be in quarter 4.

Gareth Bacon AM: The reason I asked the question is that your minimum housing statistics - and again you referred to them earlier - for this year, for 2017/18, were between 12,500 at the low end and 16,500 at the top end. At the end of February you were not there, but the massive increase that apparently occurred in March meant that you managed to exceed your target by 26 units. Do you think that Londoners will find that credible?
Sadiq Khan (Mayor of London): What, whether I met the target?

Gareth Bacon AM: Whether you managed in the space of four weeks to just about squeak over your bare minimum target?

Sadiq Khan (Mayor of London): I think you mean we “exceeded” the target. “Squeak over” is a nice turn of phrase, but we beat the target and we have broken the record. I am very pleased.

Gareth Bacon AM: By 26 units, which looks a bit convenient. Putting aside all of this, you pledged to be the most open and transparent Mayor in London’s history. Why have you decided to stop publishing monthly housing statistics and take a step backwards in terms of transparency?

Sadiq Khan (Mayor of London): I am not sure. I did not realise we had.

Gareth Bacon AM: You have. There is a letter from David Lunts, the [Executive] Director of Housing and Land, addressed to me. In it, he says that it is because of your policy that the statistics will be downgraded. We are going to go for part of the biannual Government official statistics, which are usually published in June/July and November, and that means that there will be no housing stock statistics published at all until November 2018, and they will not be available on a monthly basis anymore.

Sadiq Khan (Mayor of London): If you are criticising me for following Government advice, I take that on board. Let me go away. Can I come back to you on that because I was not aware of that?

Gareth Bacon AM: Certainly. We are going to be asking David Lunts that question at the Budget [and Performance] Committee.

Sadiq Khan (Mayor of London): I cannot see a good reason why, if we have the data, not to share that. Can I go away and come back to you and write to you on that?

Gareth Bacon AM: Yes, that will be fine. Thank you very much, Mr Mayor.

Tom Copley AM: Thank you very much, Chairman. Mr Mayor, I very much welcome the announcement yesterday about this funding to deliver 10,000 new council homes, which I think is going to be the first time that City Hall is doing something which I wanted it to do, which is specifically funding councils directly to deliver council housing. I have a few questions about that.

One of the issues that I always find boroughs are tearing their hair out about is that these ridiculous Government rules prevent them from combining their Right to Buy receipt money with other pots of affordable housing money to deliver new homes. Will boroughs be able to combine this funding with Right to Buy receipts, or will this fund council homes in a different way?

Sadiq Khan (Mayor of London): Thank you for your kind words. Firstly, what we have announced with the Building Council Homes for Londoners announcement yesterday are a number of things that councils will get now that they have not got before. They will get the skills and expertise of City Hall. They will get flexible funding, because you are right, what councils have to do now is not simply mix and match, but they have to spend within three years or pay back to central Government, with interest, 4% above base rate. A lot of councils give it back straight away because if they cannot do it in three years; it is a problem. The third thing
we are doing is the special grant assistance as a consequence of this big announcement in the spring statement.

It will be a combination of those things, working with the councils. One of the things the skills and expertise will provide is how they can fund the new council homes that they want to build, and Lewisham has already agreed to a deal for 1,000 starts over the next four years. Waltham Forest also, by the way, came on board and have agreed to 526 starts over the next four years. The skills and expertise will help to see how we can get the funding working.

**Tom Copley AM:** I was very pleased to see James Murray [Deputy Mayor, Housing and Residential Development] in Lewisham, of course, yesterday. To be clear, we still really need the Government as well to change the rules to allow councils to combine funding.

**Sadiq Khan (Mayor of London):** Just to give you an idea, in the 1970s, councils with Government support were building 20,000 council homes a year. In the last four years, it was about 2,000, four years combined. Even with 10,000 over four years, it is not enough. We really need the Government to assist more but also change the rules. It could allow councils to borrow more. New prudential rules. There are things it can do. How you allocate land, using Compulsory Purchase Orders (CPOs). There are things it can do that do not cost much money that will allow councils to do much, much more.

**Tom Copley AM:** The funding you announced yesterday: is that going to be available only to councils directly through their Housing Revenue Account (HRA), or will it also be available to council-owned housing companies?

**Sadiq Khan (Mayor of London):** The announcement today is for councils. The deadline for councils to put in their bids is the end of September [2018]. I would encourage councils to put in their bids by the end of September. There are some councils, as you know, that have separate arm’s-length companies. It is for councils to talk to City Hall about how that works and stuff.

**Tom Copley AM:** You mentioned CPOs. We had a Conservative Party manifesto commitment to reform CPOs to make it easier for councils to buy land at a fair value. It is also, I think, within the Labour Party manifesto. Why do you think that there has been no action so far from the Government, given there is clearly cross-party support for this, to make it easy for councils to buy land at a fair value?

**Sadiq Khan (Mayor of London):** With the new Secretary of State, we are waiting to see what his attitude is, but it seems to me that it is not right that the speculation of the value of land and the increase can lead to not simply people being deterred from buying that, but also the hurdles in the way for councils. By the way, by CPO-ing small plots of land, you can make it into a bigger plot of land and do much, much more. Free up a small plot next to a big one. The Government really needs to look at reforming CPOs. It is not working. It is not fit for purpose.

**Tom Copley AM:** Just finally, you will be aware I am sure of the recent High Court ruling in favour of Islington Council that developers cannot use overpaying land as an excuse for not delivering policy-compliant levels of affordable housing. Do you get a sense that this is going to have an impact around the whole of London on reducing developers overpaying for land and bringing down land prices?

**Sadiq Khan (Mayor of London):** This is a really important case. I know a lot of people are claiming to be the parents of this challenge in Islington and elsewhere, but it is really important because one of the things
that frustrates councils is viability and the value of land. Over a long period of time we have to reduce the value of land because that is often the factor. Building a house in London or in Burnley, roughly speaking, is the same - bricks and mortar, labour - but the land is the big reason why it becomes more expensive. If we can have some control over the land value - this decision is really important in relation to that - it will really reduce the cost of house-building in London.

Tom Copley AM: Thank you, Mr Mayor.

Joanne McCartney AM: Mr Mayor, part of affordable housing: you are particularly keen on social housing, which I think we on this side certainly are. Last year, you called on the Prime Minister to appoint a Social Housing Commissioner to speak up for social housing tenants, who often feel their voices are not listened to. What was the response from Government?

Sadiq Khan (Mayor of London): The reason why it is really important that I push for an independent Commissioner for Social Housing Residents is the frustration they feel at the lack of advocacy. These are tenants, leaseholders, and freeholders as well. The Government has said that it will be publishing shortly a Social Housing Green Paper, and we are looking for that including in it this Commissioner for Social Housing Residents. I do not think there is a need for a Green Paper. It is a no-brainer. It is quite easy for the Government to do. The problem with the Green Paper is it is then followed by a White Paper, then legislation, and we know the Government is focused on just one thing at the moment, which is trying to keep the party together with the Brexit stuff. My worry is this is another example of something that is really important and much needed being kicked into the grass.

Joanne McCartney AM: You and your Deputy Mayor for Housing will be pushing this at all stages?

Sadiq Khan (Mayor of London): Absolutely, and James [Murray, Deputy Mayor for Housing and Residential Development] is due to meet with the new Housing Minister, Dominic Raab [MP], shortly, but one of the points we are making to him and I will make to [Rt. Hon] James Brokenshire [MP, Secretary of State for Housing, Communities and Local Government] when I meet him is the importance of social residents to have a voice. By the way, a case study in how social housing residents can be let down is when you look at what happened in the months and years preceding the horrible fire at Grenfell Tower.

Joanne McCartney AM: Absolutely. Thank you.

Tony Devenish AM: Mr Mayor, I welcome your announcement on councils, but how many specific GLA full-time equivalent staff are you able to provide to support councils in this very important work?

Sadiq Khan (Mayor of London): It is a ‘suck it and see’. We have the resources here. We have the Homes for Londoners Board. One of the things we have done is bring together, in Homes for Londoners, the various parts of the functional bodies: TfL Property, the Development Corporations’ property teams as well, MPS expertise, London Fire Brigade. We have more resources now in City Hall, more bodies. You will know recently we hired more experts and staff. Some councils will be just happy with the special grant. Some will want the expertise. The bidding closes at the end of September, and, depending on what the response is, what the asks are, we will then see in relation to what additional expertise we need to bring it, but we think we can do it with the resources we have, the staff we have, but it depends what comes back from the councils across London.

Tony Devenish AM: Of the 32 boroughs, how many do you think are going to engage?
**Sadiq Khan (Mayor of London):** I am hoping they all engage, but it is an unknown. I am hoping that councils of all political persuasions, but also inner and outer, engage. Some councils realistically cannot scale up quickly. Some councils may be in parts of London where they do not have the land. Others may have the land. We will have to wait and see. Lewisham and Waltham Forest we were speaking to in advance of yesterday; that is why we could announce it yesterday. Those conversations have not been had with others, but let us wait and see. I am optimistic because across London 10,000 over four years is not a lot, so I am hoping that every council puts in a bid.

**Tony Devenish AM:** How can you encourage, let us say, the ones that are more experienced to help the ones that are least experienced? There are ones - we all know half a dozen of them - that do this all the time, and the rest do not.

**Sadiq Khan (Mayor of London):** One of the things that I have been impressed by is London Councils, Local Government Association (LGA), and there is quite a lot of collegiality. I was not aware of this until I became Mayor. The peer-to-peer stuff that you talked about. If we can help in relation to matching up councils, we will do that. Actually, a lot of that takes place informally anyway. Some of it, though, is about relationships, so we can help broker the relationship between Council Leader, Housing Lead there, and Council Leader, Housing Lead there. The Chief Executives tend to know each other; it is the Housing Leads that are the issue. That informal stuff takes place. We need to try to broker it, if need be, to make it more formal.

**Tony Devenish AM:** OK. Thank you.

**Steve O’Connell AM:** Very briefly, Mr Mayor, as possibly the only Assembly Member brought up on a council estate - Bellingham, wonderful place - in a family-sized council house, with this money that you will be giving to councils, will you be urging and indeed directing them to build more family-sized council homes?

**Sadiq Khan (Mayor of London):** The good news is, because it is council homes, and councils know what their housing lists are, they would be stupid not to. They know what their housing lists are. You will be aware many of the families living in council homes - like my family and probably yours, and I am not sure about Andrew’s - are overcrowded in council homes. Even though there are council homes, we need more family homes. The good news about council homes being family homes is that they are unlikely to be what we see with private family homes, which is often parents without children living there or professionals and singles living there. That is why good councils will want to build family homes.

**Steve O’Connell AM:** Yes. Obviously boroughs like Croydon and Sutton, but I urge also Lewisham. I think I put myself on a council housing list about 40-odd years ago, and I think I am still on it. I have not heard from them. They are very choosy in Lewisham. Perhaps a new councillor down there will put a word in for me. Thank you, Mr Mayor, for your response.

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2018/1163 - Immigration in London

Andrew Dismore AM

Are you concerned that the Government’s immigration policy is creating a hostile environment for migrant labour and adversely impacting London’s businesses ability to employ the skilled workers that they require?

**Sadiq Khan (Mayor of London):** Thank you, Chairman. The Government’s hostile environment for migrants in the United Kingdom (UK) is a national scandal. The experience of the Windrush generation has shown us
that the Government’s policies discriminate against Londoners who have a right to be here and leave vulnerable people without access to essential services.

London draws strength from the contribution of migrants who make the city their home. Migrants bring economic benefits to the capital and enrich our city, bringing cultural energy to our shared identity, but many, including thousands of children and young people who have grown up in London, face barriers to accessing their legal rights to citizenship and residence. This affects their ability to vote, access higher education and work, hold a driving licence and open a bank account. I know from my discussions with London’s employers that businesses are concerned about London becoming less attractive to European and international talent. They are also worried that the political climate is damaging to London’s reputation as an open, innovative and liberal economy. I share this concern.

We know that European Londoners have experienced feelings of being made unwelcome, discrimination, and experienced hate crime following the European Union (EU) referendum. We also know there is a slowdown in European workers arriving in London for work, and recent analysis by Deloitte suggests 65% of highly skilled EU nationals working in the UK now find the country less attractive. This poses serious risk for London’s economy, which relies on access to an international pool of talent to prosper and grow. Many of London’s sectors rely on migrant labour to grow. For example, construction and hospitality are two of London’s fastest-growing sectors in the last few years in terms of jobs, but almost a third of jobs are filled by European Economic Area (EEA) migrants. The Government must now take steps to avoid permanently harming London’s and the nation’s economy.

Andrew Dismore AM: Thank you for that answer, and I very much agree with what you say, in particular the scandalous treatment of the Windrush generation. It is not just an appalling way to behave towards people who have lived here and worked here for decades perfectly legally, but it also demonstrates yet again the Government’s hostility to immigration. As you say, London is dependent on migrant labour both from the EU and beyond. How can London’s migrants be reassured of their welcome and future status here as against the Government’s hostility?

Sadiq Khan (Mayor of London): I think we all have the responsibility as Londoners to reassure our neighbours, friends and family members who are EU nationals that we value them, and they are welcome here, and they make a massive contribution to our city, notwithstanding some of the things international politicians may say. It is really important. Why? Because it is who we are as a city. Not just over the last 40 years but the last 1,000 years, we have been open to people, ideas, trade and talent. We have to make sure that does not change. You will know from the conversations you have had that some of our neighbours, friends and family who are EU citizens are feeling scared, vulnerable and anxious because they have seen the way the Windrush generation has been treated and are worried that they could be treated the same way in the future. It is really important that we make them reassured. At the same time, I am lobbying the Government, as I know the Assembly will want me to, to make sure it understands why it is important that any process that is put in place for EU citizens to become naturalised here is simple and straightforward.

Andrew Dismore AM: Thanks for that. Is it not the case that the cap on non-EU skilled migrant workers reached its limit for the fourth month in a row in March, when 6,000 requests for visas for skilled workers were turned down, including 1,518 doctors? Businesses wanting to bring non-EU workers to the UK now have to show salaries in excess of £60,000, and more than 80% of professional jobs pay less than that. With the 6,000 jobs in London carried out by non-EU workers - especially in hospitality, construction and tech, but one in four start-ups are co-founded by EU migrants - there is a real risk, is there not, that the Government is both misleading businesses by its claim they can access talent from non-EU countries, but also its hostility to
migrants threatens us with the loss of our existing EU skilled workers even before Brexit, never mind afterwards, because they see the writing on the wall?

**Sadiq Khan (Mayor of London):** You have a situation where you have almost a perfect storm. There is evidence now of EU workers leaving London, going back to, in inverted commas, ‘country of origin’. There is evidence now of fewer EU citizens coming to London. Because of the hard cap the Government has on non-EU workers, we now know that businesses and the public sector are missing out on workers they need to do the jobs that need to be done in London. You mentioned construction and hospitality, but we have a shortage of doctors and teachers. I saw recently, for example, that the Home Secretary had a request made to him from NHS employers about the need for a relaxation of the visa rules so skilled doctors could come to London. There are big issues around teaching, of course, as well.

The Government’s obsession with numbers is having an impact on not just people’s lives but also businesses and the public sector as well. It is a classic example of cutting off your nose to spite your face, and I would ask it to reconsider. I am hoping the new Home Secretary will try to exert more influence on the Prime Minister because, as you will be aware, all this began from when the Prime Minister was the Home Secretary.

**Andrew Dismore AM:** Thank you.

**Joanne McCartney AM:** Mr Mayor, the hostile environment policy initiated under the current Prime Minister, then Home Secretary, was obviously aimed at illegal immigrants, but that seems to have fed into a hostile environment for all immigration. We have seen the Home Office basically being very incompetent in targeting in fact British citizens who in many cases have been imprisoned in their home country or deported. Now, as Mayor of London, will you be making representations to the Home Secretary that they end this hostile environment policy?

**Sadiq Khan (Mayor of London):** As you will have expected me to do, in the first letter I wrote to the new Home Secretary, I made that very point in relation to the need for there to be a change in policy from the Government and a change of tone from the Government as well.

I would make this point. The hostile environment is not created by one policy by itself. It is the cumulative effect of a number of policies over a number of years, sending vans around the most diverse parts of London, saying, “Go home”, expecting the NHS, teachers and landlords to be unpaid, untrained UK Border Agency (UKBA) officials. This sort of chilling effect has the wrong impact. Victims who go to the police are worried about being reported to UKBA in case their immigration documents are not in order.

Nobody, by the way, is excusing illegal migration. We have to make sure we have borders that are properly enforced. We have to have controlled migration. You can have a system that has controlled migration and fixed borders. A proper immigration system is one that is humane, fair and just. When you hear the stories and meet people who have lost their jobs, lost their homes, are scared to get treatment at the NHS or have been turned away, it is heart-breaking.

**Joanne McCartney AM:** Good. On that, it does not give me any confidence that with Brexit coming and the registration of EU nationals, particularly young people, they are going to have an efficient system. Is that something that you can speak to the Home Secretary about on behalf of all Londoners?

**Sadiq Khan (Mayor of London):** One of the first things I called for from the Government when the referendum and vote happened was the importance for the Government to give EU nationals a cast-iron
guarantee of their right to stay here post Brexit. Instead, the Government chose to use them as bargaining chips to try to negotiate with the EU. There are a million Londoners - they are Londoners, by the way - who are EU citizens, roughly speaking 3 million across the country, more than 3.3 million, who are EU citizens, who are now worried about their future in this country.

We have to make sure that the process, the paperwork, is straightforward. For example, how many of us could have found four pieces of documentation for every year living at a place to satisfy the authorities in relation to the Windrush generation? It has to be an easy system. I am hoping the Government realises that many of us do not lead lives where we have documentation to prove where we live, but there are other databases available. There is the Driver and Vehicle Licensing Agency (DVLA), Department for Work and Pensions (DWP) and National Insurance which can provide the corroboration, if need be, that the Government needs, but it should be an easy system to get these EU nationals the certainty they need.

Joanne McCartney AM: Thank you.

2018/1196 - Developer Funded Transport
Florence Eshalomi AM

Given the issues around additional costs to the Northern Line Extension at Battersea Power Station, what are you doing to ensure that all developers pay their share for future transport infrastructure?

Sadiq Khan (Mayor of London): After seven years of Government cuts to the TfL budget, TfL has had to look for other ways to secure the funding it needs to maintain and enhance the transport network. This includes funding from the developers, who benefit from transport investment alongside those who use the transport network.

In my Transport Strategy I have been clear that London needs a new approach to funding and delivering the transport network. This should include measures such as land value capture and devolving financial powers to local level. These changes will be essential to delivering an efficient and fair funding system. All new developments in London above a certain size, apart from health and education, are subject to a mayoral Community Infrastructure Levy (CIL) charge. The proceeds from this are paid to the Elizabeth line project. Developer contributions through Section 106 money also help to make sure developers pay their fair share. The arrangements at Battersea were put together some years ago and would not meet my current policies for developer contributions and affordable housing. I would expect to hold future developers to higher standards.

The additional costs to the Northern line extensions have been caused by significant changes made by the Battersea Power Station developer to the design of the development above the station at Battersea. More ambitious structures than were originally agreed have meant substantial changes are needed for the new Tube station to function properly. This had led to an increase in the overall cost of the project. TfL is in discussions with Battersea Power Station developers to recover these additional costs.

Florence Eshalomi AM: Thank you for that, Mr Mayor. Given that this issue has been going on for almost two years now, how much of that £240 million do you want the developer to pay? Again, when do you think that this is going to be resolved?

Sadiq Khan (Mayor of London): This is a commercially sensitive matter so it is not appropriate for me to discuss details, but the point is that the additional work that we have had to do has been undertaken because...
of the changes made by the developer, so we expect them to pay for those changes. The conversations/discussions are ongoing, so we will just wait and see what happens.

Florence Eshalomi AM: Thank you, Mr Mayor. I have been going through the TfL Board papers for the meeting next week, and there are some worrying figures in there. One of the things was that passenger income has dropped by 3% to £4.6 billion. Passenger numbers continue to fall as well. I am sure you will know the Bakerloo line – where we will see the extension in Southwark – is very much something that we are looking forward to. It was one of the consultations where TfL received the most responses. Given that there are funding problems on the Northern line which we still have not resolved, how are you going to ensure that we get funding and contributions from developers so that we do not see similar situations happening on the Bakerloo line extension?

Sadiq Khan (Mayor of London): One of the things that we are working with the Treasury on is how we can have innovative new ways to fund infrastructure projects in London. Crossrail 1 was very exciting in relation to the funding regime. Central Government taxation, London government taxation, developers less so, but businesses in London, Business Rate Supplement and CIL as well: really, really big contribution.

On the Bakerloo line we have done some work about what sorts of funding models may work, but the good news is that the two boroughs there, Southwark and Lewisham, have been fantastic in working with us in relation to seeing how we can get the sums to add up in relation to the Bakerloo line extension. They have proposed higher borough CIL tariffs, but even with those tariffs there is a gap between the funding we need for the Bakerloo line extension and the monies TfL can give, so we are looking at other ways to try to fill that gap. You are right, the Bakerloo line extension is much needed. We have to think about ways to pay for that infrastructure.

Florence Eshalomi AM: Just finally, you may have seen in The Times reported today that the budget for Crossrail is going over by £500 million. One of the things that Val [Valerie Shawcross CBE, Deputy Mayor for Transport] mentioned was that the delays to the Elizabeth line will have a big impact on TfL’s revenue if it does not open. Where are we going to find that extra money?

Sadiq Khan (Mayor of London): The Crossrail line project is a project that cost, roughly speaking, £15 billion, and there is a contingency built into the Crossrail line project which I think is, roughly speaking, £500 million to £600 million. It is 92% complete, there are various checks taking place, and we are on schedule for the central part, as was planned, to open in December this year, for the entire line to open in December next year, and my understanding is that the Secretary of State will be making a statement in the next few weeks about any potential overruns. The project is going according to plan. The last bit is always the most difficult. We know this from previous projects. Previous transport infrastructure projects have been extremely delayed, extremely over budget. In a budget of £15 billion, 90% complete, I still speak very proudly about the Crossrail project.

Florence Eshalomi AM: OK. Thank you, Mr Mayor.

2018/0989 - Tall buildings
Andrew Boff AM

Should there be more controls on tall building developments in London?
Sadiq Khan (Mayor of London): There are controls on tall building developments through the planning system. GLA officers subject proposals for tall buildings to rigorous design assessment at both the preapplication stage and again when they are formally referred to the GLA, the point at which I am consulted. Proposals are assessed on their individual merits on a case-by-case basis. Officers focus on the architectural quality of the proposed building, its impact on strategic local and long-range views, its impact on heritage assets, and the building’s relationship with the immediate townscape at street level. In addition, tall building applications undergo detailed scrutiny by the local planning authority.

Yes, I think we can go further to improve the controls we have over tall buildings, which is why the new draft London Plan sets out a more rigorous approach to ensure any new tall buildings are in appropriate, sustainable locations, that they are safe, and their full impacts are assessed. In consultation with local communities, I want boroughs to take greater responsibility for determining where tall buildings can be located. I want them to carry out a thorough evaluation of the existing character and context of individual areas. The visual, functional, environmental and cumulative impacts of tall buildings will be assessed in detail to determine if a tall building is acceptable at a particular site.

The new draft London Plan makes it clear that all tall buildings must make a positive contribution at street level and to the skyline. It is also clear that careful account must be taken of the way buildings relate to activities at ground-floor level, as well as the effect they have on local daylight, wind turbulence, glare and noise. Proposals for tall buildings should expect the highest level of scrutiny and adhere to the most exacting standards. The new Plan also requires all tall building proposals to undergo a design review process by an independent panel before an application is submitted, to guide better design outcomes.

Andrew Boff AM: Thank you for that. You have expressed concerns that we need good growth as a part of the London Plan, and your manifesto committed you to ensuring that tall buildings respected local character. Would you agree that one of the requirements that there should be in place for a tall building to be accepted is that it should only really be considered where it is supported by a local masterplan, therefore ensuring that there is rigorous inspection and an analysis of whether or not such a building is required?

Sadiq Khan (Mayor of London): That is an interesting point, because one of the things we are keen to do is to get boroughs more involved in these tall buildings, and boroughs may want to develop a masterplan in relation to the particular area. Sometimes tall buildings can be built on pieces of land that are not very big and are not necessarily a part of an area that would be deemed for there to be a need for a masterplan. In principle, I think it is not a bad idea to have a masterplan on strategic sites in a borough. They can often really benefit.

I was in Croydon yesterday. Assembly Member O’Connell knows the area well. In Croydon town centre, the East Croydon masterplan provides a really good template, and there are tall buildings there and I think the masterplan has helped. It is an interesting point. I can see the merits in that.

Andrew Boff AM: This is going rather well. I did not expect it. Do you think you could, therefore, consider strengthening the current London Plan to make this a requirement?

Sadiq Khan (Mayor of London): As you know, the consultation process has finished now. There will be the public inquiry stages, which will take place in City Hall. I am sure those are some of the points that will be made and they will be heard by the City Hall team. East Croydon was a good example yesterday of the masterplan leading to sensible short- and medium- to long-term strategic thinking about that town centre.
Andrew Boff AM: Yes. I was going to ask another question which might be a bit more divisive but I think I am going to stop while we are agreeing. Thank you very much.

Nicky Gavron AM: New London Architecture has just produced its annual review of what is happening to tall buildings in terms of statistics in London, and the numbers have jumped to 500. By the way, there are an increasing number in outer London. I wondered what view you had of that and whether you thought the new London Plan would make any difference in terms of these jumps in numbers.

Sadiq Khan (Mayor of London): I have not seen that number. The number that I have seen is the number of tall buildings granted planning permission in 2016 and 2017 was about half the number approved in 2014 and 2015. I am not sure if --

Nicky Gavron AM: I should have explained. That number is those that are under construction, have been given permission, and are imminently coming to planning, are in the pipeline. It does not include others that will come that we know about around some of the Crossrail stations, or indeed later on around the Bakerloo extensions. They are ones that are in the pipeline but they are imminently coming to planning. It is quite true. I absolutely agree with what you said, the numbers have dropped in terms of permissions, but I just wonder what you think, how that trend would continue.

Sadiq Khan (Mayor of London): The important thing is for them to be of good quality, good design, for them to respect the streetscape and skyline, to make sure they deal with issues like wind and glare, but also for the boroughs to play a big role in relation to the suitability of a tall building at a particular site. Tall buildings do have a huge role to play, particularly around transport hubs and town centres, the right sorts of tall buildings, but they have to be of good quality and good design.

Nicky Gavron AM: No, I agree with that. I wanted to say that having looked at the London Plan, your latest one - and I have been very involved in the evolution of tall buildings policy - it began as being about economic clusters. This time, for the first time, you talk about the potential contribution of tall buildings to housing supply. I just notice that New London Architecture says that some boroughs now have the equivalent of five or six years’ supply of homes or flats in tall buildings to meet their targets. Given that, and given that 90% of these 500 tall buildings are residential, would it not be a good idea to have a little bit more guidance in the London Plan about the importance of tall buildings meeting real housing need as opposed to just numbers?

Sadiq Khan (Mayor of London): That is really important. I have said on a number of occasions that they need to build the right sorts of homes. In other words, genuinely affordable homes, market value homes, and the right sorts of homes that we need as a city. That is quite clear in my draft Housing Strategy, and also in the draft London Plan the expectation is there about what we expect in relation to affordable homes.

Nicky Gavron AM: You want to see the tall buildings meeting your affordable homes, your mixed communities - because often they are mono-culture - and your family housing priorities?

Sadiq Khan (Mayor of London): Yes. Just because homes are built in a tall building does not exclude them from the responsibility to provide affordable homes. We have seen a number of schemes where there are homes in tall buildings and there are a significant number of genuinely affordable homes. We have also seen build-to-rent. The key thing is to make sure that developers understand that the expectation is for there to be 50% affordable homes. It is the draft London Plan - there is a fast-track route that they are well aware of, which avoids all the viability issues and such. No, I do not think your responsibility to provide affordable homes is gone because you are developing a tall building.
Nicky Gavron AM: I am very pleased to hear that but I do think there should be more guidance in the London Plan in that case, in relation to tall buildings, not just in housing policy. We are just seeing too many tall buildings where the cheapest flat is £1 million, usually a one-bed, the most expensive is £15 million, and the average is £7 million.

Sadiq Khan (Mayor of London): Sure. In those cases, the councils should not be granting permission, because the councils will know what the expectation on them is. If a building is above a certain height, it comes to me, or if it is more than 150 units, it comes to me, and we get to see it. In answer to a previous question asked by Assembly Member Bacon, the large size, 34% in my first year were affordable, compared and contrasted to 14% the year before. We have already seen an increase in affordable homes. By virtue of them coming to me, they are either tall buildings or buildings of a large area.

Nicky Gavron AM: Thank you.

2018/1061 - London is Open
Susan Hall AM

You have been pushing the ‘London is Open’ campaign to show London is open for business. How much did the ‘London is Open’ campaign cost in 2017?

Sadiq Khan (Mayor of London): The London is Open campaign promotes London as an open, tolerant and inclusive city to businesses, visitors and Londoners. Following Brexit there has been concern about the future of the capital. The campaign has helped reassure the world that London remains entrepreneurial, international and full of possibility.

In 2017 the London is Open campaign cost £35,202.75. The value of the London is Open campaign has far outweighed the cost, with worldwide press and social media coverage and significant support from public figures and businesses. Campaign ambassadors’ support has included featuring in London is Open films and photographs, social media support and branding at venues and events, and included the MTV Europe Music Awards, which used London is Open to showcase London to a domestic and international audience. The London is Open films have been viewed over 5 million times and shared over 40,000 times. The London is Open hashtag has been tweeted more than 488,000 times by more than a quarter of a million people worldwide.

We have used the London is Open message during overseas visits and trade missions to signify that our city remains open to business, investment, talent, ideas and partnership. Leading examples include 5,500 articles on London & Partners’ (L&P) autumn season during 2016/17, 1,700 articles on the India and Pakistan trip, and 1,039 articles on the Europe trip, including coverage in France, Spain and Germany. The 2018 Grant Thornton India meets Britain Tracker reported that London is surging ahead as the UK’s leading investment destination, with more than half of all Indian companies invested in the UK, 53% choosing London. This is up from 44% in 2017, 39% in 2016, and 25% in 2015. Grant Thornton credited the increase partly to the London is Open message that myself and the Deputy Mayor for Business, Rajesh Agrawal, promoted during our trade and business trip there.

Susan Hall AM: Thank you, Mr Mayor. Do you believe that this campaign has led to London becoming a more welcoming business environment for international investors?
**Sadiq Khan (Mayor of London):** By itself, no, but as part of a package of other measures that we have been undertaking, yes.

**Susan Hall AM:** Good. Regarding international investors, do you agree with Paul Drechsler [CBE], the Confederation of British Industry (CBI) President, who said that nationalisation would “cause serious harm to London’s reputation as a welcoming place for international investors”?

**Sadiq Khan (Mayor of London):** I have not seen that quote, but I see [Rt. Hon] Chris Grayling [MP, Secretary of State for Transport] disagrees because he yesterday decided to renationalise the East Coast Main Line. I welcome that, and it is good to see the East Coast being renationalised, and it is good to see Chris Grayling being somebody who agrees with our sensible policy. I do not agree with that quote you just read out.

**Susan Hall AM:** No, I think that is a temporary measure because it had to be done temporarily. Do you approve, then, of nationalisation?

**Sadiq Khan (Mayor of London):** TfL is a good example of nationalisation. [Rt. Hon] Boris Johnson [MP, former Mayor of London] renationalised eight new Tube lines, brought them back into state control, and TfL, the buses, the Tubes, the London Overground and the trams are nationalised essentially. The Mayor has political control of them, albeit I get private companies to run some of those services. If we had Southern, Southeastern and South Western brought under our control, we could provide a much better service. I do not think necessarily all public is good and all private is bad. I am in favour of partnership between public and private. Sometimes, services being nationalised is a good thing. I think the railways being nationalised would lead to huge improvements in the roll-out work, would lead to huge benefits to the taxpayer, would lead to fewer industrial relations problems and would be of benefit to the British public.

**Susan Hall AM:** Quite a few cost analysts have been at this and we have been finding figures. It could cost up to £306 billion. I go back to Paul Drechsler, the CBI President, saying that it would “cause serious harm to London’s reputation”. Are you not concerned about that?

**Sadiq Khan (Mayor of London):** If you are of the view that Thames Water has done a fantastic job in the recent past, I suspect you are in the minority. If you are of the view that the privatised energy companies are providing value for money, particularly to the poorest Londoners, I suspect you would be in the minority. I am
of the view that the privatised companies, particularly utilities, have been taking advantage of the monopolies they hold, and it is about time they were held to account.

Susan Hall AM: Mr Mayor, if you are of the view that experts like the President of the CBI have got it wrong, then I am very concerned, because that is what they are the experts in, and they are very concerned about this.

Sadiq Khan (Mayor of London): Can I just say this, Chairman? I find it quite remarkable that somebody who wanted to avoid experts during the Brexit campaign – and we are having to pick up the pieces - now wants to rely upon experts when it comes to nationalising the utilities. Heigh-ho, we live in fun times.

Susan Hall AM: We should not be bringing it back to Brexit --

Tony Arbour AM (Chairman): I am glad we are having this happy debate now on philosophical matters, but perhaps we should be dealing with matters clearly connected to London.

Susan Hall AM: You are happy with nationalisation in London, despite it being told to us that it would be bad for London. Thank you, Mr Mayor.

Sadiq Khan (Mayor of London): Which services do you mean?

Susan Hall AM: Thank you.

Sadiq Khan (Mayor of London): I am not sure what --

Tony Arbour AM (Chairman): It was an entertaining interlude, Mr Mayor.

Navin Shah AM: A very brief response from me, Mr Mayor. I do see the London is Open for business campaign as a gateway to inward investment, but are you aware of a potential conflict, the Silvertown Quays development, that risks damaging relationships with a major overseas investor and sending a message that London is not open for some? The issue at Silvertown Quays appears to be one of transparency. It is unclear as to who is making decisions about investment into publicly owned land and how they are arriving at those decisions. Can I have your quick response, please, Mr Mayor?

Sadiq Khan (Mayor of London): I am not sure of the example you are referring to, but I am happy to look into it if there is a particular example you refer to and stuff, but it is really important that we do things properly. I am not sure what you mean.

Navin Shah AM: I have been in conversation with your team as well as the GLA, and this is something I would like you to look into because the matter is of an urgent nature. Can you please investigate the issue as a matter of urgency and pause the process to ensure that a transparent and proper process is observed? Can you please come back to me on this when you have investigated? Thank you.

2018/1162 - Welfare reform
Andrew Dismore AM

What impact is the Government’s welfare reforms having on Londoners?
Sadiq Khan (Mayor of London): The Government’s welfare reforms have had a disproportionate effect on Londoners and have pushed some of the most vulnerable to crisis point. Over a million households in the capital have been affected by the freezes to working age benefits, most of which are still in place. More than 15,000 London households have also seen their incomes slashed as a result of the benefit cap, leaving many unable to meeting the rapidly increasing cost of living, and more than 2,500 tenants claiming Universal Credit because they are so far behind on their rent, they are at risk of eviction. It does not stop there. Local housing allowances still fall well short of average private rents, putting many at risk of eviction or homelessness, and the reallocation of the Discretionary Housing Payment budget has hampered the ability of London boroughs to help those at risk of losing their homes.

In March 2018, the Equality and Human Rights Commission released a cumulative impact assessment of welfare and tax reforms since 2010. They forecast that 5.9 million children in Great Britain will be living in poverty by 2022, compared to 4.4 million if the reforms had not taken place. It is unacceptable that the safety net that should be protecting the most vulnerable is in fact pushing many further into poverty. Over the coming months, City Hall will be doing work to understand which groups in London are most at risk from the reforms to allow me to better advocate on their behalf.

Andrew Dismore AM: Thank you for that answer. Oblivious to the administrative problems and real hardship it is causing, the Conservative Government is forcing through the switch to the Universal Credit regime in most of the rest of London by the end of the year. In Barnet it has just started; in Camden it starts at the end of the year. It is descending on the JobCentre near you. Given that both social and private landlords are reporting massive increases in rent arrears in areas already subject to Universal Credit, alongside other indicators of real poverty like food bank usage, homelessness, and use of expensive payday loans, do you support an inquiry into the administration of Universal Credit?

Sadiq Khan (Mayor of London): If you look at what Select Committees have said about Universal Credit, look at what MPs have said, look at what the Trussell Trust has said, look at what advice services have said, for me, it is an open-and-shut case of the problems with Universal Credit being rolled out. Putting aside whether it is a good or bad thing – and I think the principle of simplifying the benefit system must be one that we agree with – clearly, there have been errors made in the execution, and those which have had pilots, including in London, have caused huge problems. If it is the case that the Government is not willing to listen to Select Committees, MPs, experts, advice groups, charities and others, then I think the inquiry into the administration of Universal Credit is one that I would support.

Andrew Dismore AM: Thank you for that. Of the hundreds of thousands of people now transferred to Universal Credit, 39% are in work on low pay. New Universal Credit claimants receive significantly less than they would have done under tax credits due to the Government scheme to cut £12 billion from the social security bill. The Resolution Foundation think tank estimates that low-income working households will be more than £1,000 a year worse off when they move on to Universal Credit. You mentioned the Trussell Trust report on the impact of Universal Credit, and the Government claimed that it is anecdotal evidence from a small, self-selecting sample, and it says that Universal Credit is working for the vast majority who claim it. Who do you think is right? Charities that work to help desperately hungry people day in, day out, or Government Ministers in Whitehall?

Sadiq Khan (Mayor of London): It is worth reminding ourselves of the Ministers we are talking about. The Government’s Homelessness Minister herself claimed that welfare reforms had not had an effect on the increasing number of rough sleepers, and that just flies in the face of all the evidence of experts. Given the choice of believing a Minister like that or believing the Trussell Trust, which does remarkable work with the
food banks it provides, but it has done some empirical evidence there, front line charities, advice agencies, local authorities, Select Committees, anybody who saw the recent Dispatches investigation, I simply think that the Government has to understand this problem and delay the roll-out of Universal Credit because it will lead to huge misery to many, many more Londoners.

By the way, a lot of these Londoners are doing the right thing. They are working. It is in-work poverty, and it is causing huge problems. We know now that there are landlords who are now not letting their properties to somebody who they think is in receipt of Universal Credit. We also know, according to the Dispatches programme, that two-thirds of the Government’s own front-line staff who work in the JobCentres you are referring to think Universal Credit should be paused.

Andrew Dismore AM: Thank you.

2018/1245 - Increase in food bank usage
Fiona Twycross AM

Figures from the Trussell Trust show that in the past year, the number of Londoners accessing food banks has increased by 21% compared to 1% the year prior to a record high number. What are the contributing factors and what more can you do to tackle the issue?

Sadiq Khan (Mayor of London): I have always been clear that in a city as prosperous as London, people should not have to rely on food banks or charity to feed themselves. There is a clear link between food poverty and Government policy. Benefits delays and changes to benefits account for a massive 42% of primary referrals to Trussell Trust food banks, and food bank use has increased by 50% in areas where Universal Credit is rolled out. This is simply unacceptable.

I outlined some shocking figures in my earlier response to Assembly Member Dismore about the disproportionate impact that the Government’s welfare reforms have had on Londoners. I have already written to the Government, urging it to take action over Universal Credit. I am currently working with London boroughs to understand more about the impacts on families, local authorities and charities, not least as we know that people who are already struggling to make ends meet are disproportionately affected by benefit changes.

My draft London Food Strategy was launched last week for eight weeks’ consultation. It includes a focus on food insecurity as one of its priorities to help all Londoners to access adequate amounts of food for themselves and their families. I hope that the consultation on the draft Food Strategy will help us find new ways to work in partnership on food poverty.

I will also continue to support community food growing networks, including Capital Growth, which has more than 2,700 community food growing spaces all over London, allowing people to get involved in their communities, grow healthy food and learn new skills. Also, I will continue to support the Mayor’s Fund for London to deliver Kitchen Social, school holiday clubs offering activities and a healthy meal to children from low-income households.

Fiona Twycross AM: Thank you. I was really pleased to see that your draft London Food Strategy contains a whole chapter on reducing food insecurity. What do you think will be the biggest challenges to achieving your aims in the Strategy?
**Sadiq Khan (Mayor of London):** One of the things that we have to recognise is there is a big willingness of people wanting to do the right thing: wanting to help out, wanting to help address the challenges that I referred to in my answer to your question, the question to Assembly Member Dismore. We have to make sure we make it accessible for people to get good-quality food. I am sure you will have seen the proposals in relation to tackling child obesity. We have a situation where in some parts of London you cannot access nutritional, healthy food. You are exposed to adverts for fast food. We also know that London is one of the most dynamic, innovative places, so the challenge is going to be getting people who are suffering welfare benefit cuts but also the exposure to fast food adverts, getting the right sorts of foods on the low incomes that they have, and that means working together with charities, non-governmental organisations (NGOs), local authorities, supporting the right families who need our help.

**Fiona Twycross AM:** Thank you. You mentioned the recent report from the Trussell Trust which was based on interviews with their clients, which indicated that Universal Credit just simply is not enough to live on. One of the cruellest measures in the context of Universal Credit has to be the fact that entitlement is based on age rather than need. This leads to the bizarre situation where a young single parent would receive less money for them and their child than someone just a few years older, and neither would be getting enough to live on. I welcome your support for the inquiry as mentioned to Andrew Dismore, but one of the issues is that we already have enough evidence of the problems, and the Government simply has not done enough. I know that in the past you have written to the Secretary of State about this, and I wondered whether you were going to contact him again to urge him to rethink.

**Sadiq Khan (Mayor of London):** The response from the Secretary of State was not promising. I wrote to him but there was a reshuffle, and then I think [Rt. Hon] Esther McVey [MP, Secretary of State for Work and Pensions] responded. There seems to be a difficulty getting the message across that Universal Credit is not doing enough to support young people. In-work conditionality for single parents with young children is leaving many at risk of sanctions. You know the requirements around the youth obligation. You know the lower housing payments to young people. As it is, London is not a cheap place to live, and for younger people it is becoming really difficult. I am always lobbying Ministers when I get the opportunity to do so about some of the challenges facing our city because of the policies they are making, and I will continue to do so.

**Fiona Twycross AM:** I raised a particular issue about care leavers as well, and this will impact on them. If you could raise issues around that, that would be appreciated.

**Sadiq Khan (Mayor of London):** Yes, absolutely right. Thank you.

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**2018/0940 - Signing off funding for estate demolition**

*Sian Berry AM*

What is your response to residents on estates who are concerned they will be denied a say on the demolition of their homes because you signed off funding for projects affecting them before your new ballots policy was announced?

**Sadiq Khan (Mayor of London):** Thank you, Chairman. I firmly believe residents should be at the heart of plans for estate regeneration. That principle runs throughout Better Homes for Local People, my Good Practice Guide to Estate Regeneration published in February [2018], the first time any Mayor of London has produced such a guide with clear conditions and expectations.
I expect all landlords planning estate regeneration schemes in London to approach them in line with the principles I have set out. Where estate regeneration involves demolition, I believe balance should be used to ensure residents’ support. I simply do not have powers to insist on ballots on all estate regeneration schemes. However, I have now published in draft and consulted on a ground-breaking way to make a positive ballot a condition for my funding going into significant schemes involving any demolition. The Good Practice Guide has now been published, and the final version of the funding condition will be published and applied once City Hall has analysed the many responses received through the consultation on the draft condition. During this period, I wanted to prevent any funding for new schemes being agreed before the final version of the new condition is in effect. That is why no GLA contracts for new schemes have been or will be signed from the day the proposed funding condition was published, more than three and a half months ago, to until after the final version of the new conditions has been adopted. Clearly, it was not possible to withhold funding before the draft policy was published. Decisions to fund some of these schemes were made many months ahead of formal contracts being signed. In the case of some schemes, the principle of GLA providing funding was established years ago. Even for estate regeneration schemes that may not be subject to the new funding condition, whether because their funding has been agreed in the past or because they are not seeking funding for any programme, I nonetheless urge landlords to consider undertaking a ballot.

Sian Berry AM: OK. Thank you very much. I understand there is a process of decision making that needs to be worked through, but a lot of people feel like you are trying to wriggle out of letting them have a ballot on a bit of a technicality in regards to the timeline, if I can just run through that as quickly as I can.

The consultation on your draft guidance ended on 14 March 2017. You were considering the responses. At Mayor’s Question Time (MQT) in August [2017] I chased you for it and you said the final guidance would be published soon. I chased for it again in January [2018] at MQT, and then you published the new guidance on 2 February [2018]. A lot of schemes were signed off very late during that period between you publishing the draft and publishing the final guidance. Sixteen schemes had their funding signed off on or after 1 December 2017, and it is those people that I think really feel aggrieved. Obviously, there was a big gap between you getting the responses to the consultation and publishing the new policy.

I have two questions for the people on those estates where you signed off this funding very late in the process. When did you decide to change the policy after you received the consultation responses? For these estates, why did you not announce in February which estates were already signed off? Those people heard the new policy and they were full of hope that they would get a ballot, and it was very late in March that they found out that their funding had been signed off. Why did you not put that information out there at the time?

Sadiq Khan (Mayor of London): Just to make sure I understand the point, the suggestion is that I should retrospectively stop those schemes which had been negotiated and agreed and not receive them because of the practice guidance published in February. You are not allowed to do that.

Sian Berry AM: My question was, when did you decide you were going to change the policy? There was the run-up to it being published, but you must have decided to do it much earlier, similar to what you said about the funding. There was a process of you making that decision.

Sadiq Khan (Mayor of London): There was a consultation process. There was then a General Election called that nobody foresaw. There was then a long pre-election process. There was then the Grenfell Tower [Fire], which led to us re-examining some of the responses, and then we published the final report in February [2018]. The process was ongoing. Some Assembly Members would be very quick to criticise me, the Mayor, if,
consulted on plans to improve consultation, I did not do proper consultation. It is really important, bearing in mind we are consulting on how you consult residents when it comes to estate regeneration, that you consult properly. I will not apologise for consulting properly. We now have a situation where, on any estate regeneration where the developer is removing even one social home and wants funding from City Hall, they will be required for the first time to undertake a ballot compulsorily. Separately, I am using planning powers - because I cannot use this condition for planning powers - to say if you remove even one social home, you have to replace it, and the expectation is there have been more social homes replaced as a consequence of estate regeneration, not less. That is an improvement.

Sian Berry AM: If we can stick to these schemes in the meantime, though, because during that period you were negotiating with the councils and the housing associations. The residents will not get their ballots.

Sadiq Khan (Mayor of London): No, but that is inaccurate. You cannot mislead people, no. Some of these schemes were schemes that had been agreed when the previous Mayor was in position but were signed later on. Some of the schemes were schemes that were negotiated and agreed before we began the consultation, and some of the schemes were agreed after the consultation began. You are suggesting --

Sian Berry AM: What I am asking you to do - I am very short of time - is will you publish --

Sadiq Khan (Mayor of London): You are suggesting --

Sian Berry AM: I need to ask you this question before I run out of time.

Sadiq Khan (Mayor of London): I need to answer your previous question, which is your suggestion that somehow we tried to delay publishing the final guidance to rush through these schemes is just not correct.

Sian Berry AM: In order to clear that up, can you publish the decision-making documents for the 16 schemes from December, including the evidence you asked for that would demonstrate residents’ support in the absence of a ballot? I understand you are not going to give them a ballot. Can you publish the evidence that the residents were in support of those schemes? That is your manifesto commitment. Your manifesto commitment was not for ballots. It was for residents’ support to be established.

Sadiq Khan (Mayor of London): What I have done is published for the first time ever a Good Practice Guide from City Hall. What I have done is for the first time ever made it a requirement of funding for there to be a compulsory ballot if there is an estate regeneration. What I have required, if there is the demolition of one home --

Sian Berry AM: Will you give these residents the transparency they need to see --

Tony Arbour AM (Chairman): No, no, no.

Sadiq Khan (Mayor of London): What I have also said is I will use my planning powers to make sure, if there is a loss of social homes, they have to be replaced like for like with the expectation of there being more, not less.
What conversations are you having with Government to ensure that London receives its fair share of Energy Company Obligation funding and other Government schemes to support fuel poor households?

Sadiq Khan (Mayor of London): Thank you, Chairman. It is staggering that 10% of Londoners are still living in fuel poverty, including 119,000 households with children. The Government’s welfare changes affect Londoners disproportionately hard, but I am determined to do what I can to change this for the better. As part of my Energy for Londoners programme, I am running the Warmer Homes scheme, which offers free insulation and new boilers to Londoners living in fuel poverty, funding boroughs to run referral services, setting up a new Fuel Poverty Advisory Group, and I will publish my final Fuel Poverty Action Plan shortly.

We cannot tackle this alone. As you suggest, the Government needs to commit further funding and support to make this happen. However, the Government’s Energy Company Obligation (ECO) is yet another example of where Londoners are subsidising the rest of the country, just like the Clean Air Fund and Renewable Energy Feed-in Tariffs. We are not getting the benefit. Like all households in Great Britain, Londoners pay toward the ECO through their energy bills, contributing more than 13% to the total cost of ECO nationally. However, ECO activity in London constitutes only 7% of national heating and insulation measures. London’s fair share of ECO is estimated to be around £80 million per year, excluding inflation, for the 2018-2022 phase, yet ECO activity in London constitutes only 7% of the national total.

I made the case for a fair share for London in my response to the recent consultation on the next phase of the ECO. The Government has proposed rural areas will have a sub-regional target, and it is only right that this is also applied to urban areas, which have different but equally difficult challenges. I have proposed that 13% of ECO should be allocated to a London regional obligation and that this allocation should be fully devolved to City Hall to at least the same extent as the new powers given to the Scottish Government. We have successfully lobbied for the GLA to be included as a local authority in draft regulations, which were recently consulted on, which allow us to designate a wider group of households for ECO funding. It is now essential that the Government commits to this in their final plans. I have written to the Secretary of State to highlight this issue and my Deputy Mayor [for Environment and Energy] will continue to press Ministers for a meeting.

Leonie Cooper AM: Thank you very much, Mr Mayor. I am really glad to hear that you have been pressing for the sub-regional target. Would you be prepared to share the content of your correspondence with Government? I think it is really important, the under-funding of not just households with children but also people who are sick and poor in London. We have been having a discussion in our questions about overuse of food banks and the impact on Londoners of the welfare reforms. Earlier on we were talking about the need for more housing at lower rents. There are massive costs that a number of Londoners are paying, particularly in the private-rented sector and elsewhere and those Londoners who are in those vulnerable households. It would be really good to know that the Government is going to give us our fair share of ECO and when that might happen.

Sadiq Khan (Mayor of London): I am happy to share correspondence, Chairman, with Assembly Member Cooper. Any assistance the Assembly can give to lobby the Government as well would be much welcomed, including, if it is possible, on a cross-party basis, lobbying the relevant Ministers, because people don’t realise outside London that in London there is huge poverty. There are pockets of massive poverty within London. There is a perception that we are all wealthy in London. If people realise that we
contribute hugely towards this fund and we receive about half of what we contribute when we need more than what we contribute, that will change minds. Any help the Assembly can give would be appreciated and I will share with you what we submit to the Government.

**Leonie Cooper AM:** That would be very welcome. I want to also raise the point of the fact that Scotland has been further ahead. How likely is it that we are going to have the strength and powers that we need to be able to make this happen in London as well?

**Sadiq Khan (Mayor of London):** The good news is in relation to the recent consultation, consulting the GLA, the Government agreed we should be in the draft regulations. That bodes well for setting a precedent. We have to make the point in relation to London. London’s population, if you add Scotland plus Wales together, we exceed that. We have lots of people who are in fuel poverty in London. I am always an optimist. Let us see if we can persuade the Government. I think cross-party support from the Assembly will help.

**Leonie Cooper AM:** I am sure we will ask you more about the very welcome Fuel Poverty Action Plan when we come to discuss the draft Environment Strategy. Thank you very much for that. Thank you, Chairman.

**2018/1247 - President Trump’s Visit**

**David Kurten AM**

*In the light of your comments about protests against President Trump when he visits London, how are you going to ensure the safety, security and well-being of the President, given your role as London’s Police and Crime Commissioner?*

**Sadiq Khan (Mayor of London):** Thank you, Chairman. The safety of any visitor to London, including President Trump, is of course paramount. As the nation’s capital and seat of the Government, London has long experience of preparing for visits from heads of states, including presidents of the United States. Last month a significant police operation was put in place to successfully ensure the safety of the 53 member states attending the first full Commonwealth Heads of Government meeting held in London in almost 40 years. The MPS is working closely with the Foreign & Commonwealth Office (FCO) and other key partners to ensure the president’s visit can take place safely.

As you would expect with any high-profile visit from a head of state, risks or potential threats are always carefully assessed and an appropriate policing plan is then put in place that mitigates those risks. I will of course be discussing the event with the Commissioner of the MPS and have every confidence in the operational policing response. In coming to London, President Trump will experience an open and diverse city that has always chosen unity over division, and hope over fear.

There could well be a demonstration or two. If there are, the MPS and I are committed to ensuring this happens in a peaceful and lawful manner. There is a significant policing cost attributed to any such event of this scale. This is an example of the disproportionate cost of policing that falls on London, as the nation’s capital, which central Government continually refuses to sufficiently fund through the National, International and Capital City (NICC) grant, which is currently given only half, £170 million of the £340 million, it costs Londoners. I will continue to press the Government to ensure that London is fully funded to ensure we have enough police officers to keep our city safe and secure.
David Kurten AM: Thank you for your answer, Mr Mayor, and I am very glad that you are taking the safety and security of the President seriously. It is vital that this trip is successful, because President Trump is a good President and he is going to visit this country. It is going to open up many opportunities for trade and increasing the relationship we have with him. The concern that people have, Mr Mayor, is that the words that you have said as Mayor, as the Police and Crime Commissioner, in talking about loud protests, could be seen by some to be encouraging protests that may be unruly to the President when he comes. Do you not think you should have been a little bit more responsible in your use of words and not using your air time to be saying, in a jokey way, “There could be protests, there may well be loud protests”, because that may be courting trouble during the President’s visit?

Sadiq Khan (Mayor of London): Chairman, the Assembly Member rightly reminded politicians of the importance of the words they use. When a politician uses words like this,

“Conservative and Labour politicians are busy blaming each other but as usual are too politically correct to even consider mentioning the root causes of knife violence, a surge in migration of young people from parts of Somalia and Congo with a culture where extreme violence is normal and on a completely different level to anything known before in the United Kingdom.”

That is an example of language being used in a way that I think is dangerous. My point to you is this: is there any problem in this country that is not the fault of immigration?

David Kurten AM: This is MQT, so I am asking you the questions rather than you asking me the questions. Obviously, you sit in a party that has large problems with anti-Semitism and you sit in a party that tolerates an MP who once retweeted that the victims of abuse in Rotherham should shut their mouths for the sake of diversity. I think those are very, very dangerous words from people in their own party, so I would not throw stones when you live in a greenhouse. You seem to --

Sadiq Khan (Mayor of London): The idea of being lectured about racism by a United Kingdom Independence Party (UKIP) representative --

David Kurten AM: You seem to have a certain personal animosity to President Trump. You know he is coming to this country. He is coming on a visit to this country. I wonder why you single out one particular head of state for negative comments when we have other heads of state visiting this country this year. We had the head of state of Saudi Arabia visiting this country. You said nothing about Saudi Arabia’s policies and culture in that visit. You have said, when you were talking about President Trump, “Londoners hold their liberal values of freedom of speech very dear”. You also mentioned, when you were grandstanding around the world -- when you went to France you said, “A woman should be allowed to wear whatever she likes”, but in Saudi Arabia that is not the case. When the Crown Prince of Saudi Arabia came to visit London, you missed an opportunity to stand up for women’s rights and freedom of speech, particularly freedom of religious belief in Saudi Arabia, which is very restricted. Why do you keep mentioning President Trump but you decided not to say anything about those issues in Saudi Arabia? What is the difference?

Sadiq Khan (Mayor of London): The difference is this: we have a special relationship with the United States of America. They are our best friends. We do not have the same special relationship with these other countries. I think one of the responsibilities when you are a best friend is to stand shoulder to shoulder at times of adversity but to call them out when they are wrong. I appreciate some people like to be sycophants all the time. I believe it is important, though, to call out your best friend and I think it is out of order
amplifying tweets of Britain First. I think it is out of order amplifying racist tweets that divide our communities and you should be ashamed as a UKIP representative to continue that behaviour.

**Tony Devenish AM:** I wanted to make a different point, but I do agree with Assembly Member Kurten in one thing: we do need to dial down the rhetoric on both sides. You would agree that Londoners in my constituency and particularly police officers are in danger of getting hurt if this goes wrong. We do not want a public order offence at all. You would agree with that, Mr Mayor, and I hope you work with the MPS to make sure that we keep Londoners safe during this very important visit.

**Sadiq Khan (Mayor of London):** Can I be clear about this? I appreciate the sensitivity of a Conservative politician being concerned when I say London is an open city. I can understand the concern he may have when I say we have chosen unity over division and hope over fear, bearing in mind who his candidate was, but I am really proud we did.

**Andrew Boff AM:** Mr Mayor, after Assembly Member Kurten’s contribution, do you wish President Trump had paid a few more people to shut up?

**Tony Arbour AM (Chairman):** Yes. Yes, that was quite funny. Is that it?

**Andrew Boff AM:** Do you welcome the particular aspect of the council elections in London that saw the complete, total decimation of UKIP?

**Tony Arbour AM (Chairman):** It was not a decimation, it was an extinction.

**Sadiq Khan (Mayor of London):** When I used to be a lawyer, I would say to clients, “The jury is nearly always right”. I think in the context of UKIP in London, the voter is always right.

**Tony Arbour AM (Chairman):** Thank you very much.

**2018/1244 - Glass ceiling**

**Fiona Twycross AM**

*The concept of the glass ceiling will be 40 years old next week. What is your strategy for improving opportunities for women seeking leadership roles in London?*

**Sadiq Khan (Mayor of London):** Thank you for your question. I am a proud feminist and that means backing up words with action. That is why I am continuing to work to break down barriers and address the significant imbalance of opportunity that women face as they strive to advance in their careers. One of the ways to make strides in gender equality is to increase the representation of women in senior leadership positions.

This year, through our Behind Every Great City campaign, we have been redoubling our efforts to fight for gender equality. We recently marked one of the main moments of the campaign with the unveiling of the statue of Millicent Fawcett in Parliament Square. It highlighted the huge strides that have been made towards gender equality but also that there is much more than needs to be done. As part of our campaign I have this week announced - and thank you for being there - the launch of the new initiative Our Time - Supporting
Future Leaders, the development initiative being set up by City Hall to support women into leadership positions across London.

The initiative will pair talented women with senior staff, men and women, to address the lack of support women can face in accessing networks, contacts and opportunities. I am committed to influencing other employers across all sectors in London to tackle gender equality. Through the Good Work Standard, we will support employers to adopt best practice and achieve high standards in areas such as workplace diversity, flexible working and skills development.

We are also supporting women to obtain the skills and training to access the opportunities London has to offer across all sectors. Through our £7 million Digital Talent programme, we are ensuring that young women in particular have the digital and technical skills they need to access the growing jobs market in these sectors. I will continue to lead by example. Since my arrival in May 2016 I have delivered on my commitment to increase gender diversity at Board level across the GLA Group. I have appointed women to a number of senior roles at City Hall, which includes six out of the ten deputy mayors, and I have published our gender pay gap data for the last years. This year all functional bodies are publishing action plans to close the gap across the Group.

We are also embedding the principles of an inclusive workplace by offering shared parental leave, flexible working and support with childcare through vouchers and the Childcare Deposit Loan Scheme. However, London still has the highest gender pay gap in the country, so there is clearly more work to be done to improve opportunities for women seeking leadership roles in London. I will not stop until I see gender equality become a reality.

**Fiona Twycross AM:** Thank you. This week I finally got to see the Millicent Fawcett statue and was genuinely moved, much more so than I expected. It is a significant symbol for women in the capital and across the United Kingdom. Without wanting to prolong the previous question, I think we are all looking forward to having a feminist in the White House --

**Sadiq Khan (Mayor of London):** Again.

**Fiona Twycross AM:** -- and putting actions behind words. How much importance do you put on initiatives like Our Time, the pay audit and advertising jobs on a flexible basis, both in changing culture here and influencing behaviour by their employers, and how much do you think there is a need for changing legislation by the Government to give women the right to flexible working unless there is a compelling and actual genuine business need for those jobs not to be advertised flexibly?

**Sadiq Khan (Mayor of London):** Firstly, I do not think one policy by itself is a silver bullet, I think it is a combination of policies but also a change in behaviour. There is a great Martin Luther King [Jr.] quote where he said, “You can legislate to change the way people act but not the way people think”, but over a period of time, by changing the way people act, it will change the way they think. That is why legislation matters, because you are requiring people to change their behaviour. Because they have to, over a period of time it will change the way they behave. The Equal Pay Act passed decades ago and we still have examples of gender pay gaps. Why? Because in the top positions there are lots of blokes and not enough women, and the women that there are, are in the junior positions.

That is why Our Time is so important. What Our Time is about is helping those women with huge potential for further potential, not just by mentoring. Mentoring is OK, I mentor many people, but this is about doing more than that. It is a formal structure where senior champions, men and women, will pair up with women with
potential and given them access to their contacts, their networks, training, to make sure they can apply for jobs.

We have made sure, for example, now all the interview panels we have are gender diverse. Things like flexible working are so important because why should the onus be on the individual to ask for something. We had the discussion at previous MQTs where, in the context of apprenticeships you made a very good point that some people may be nervous to ask for a part-time apprenticeship. We have to make it easy for you to ask for it as a matter of course. It is really important.

**Fiona Twycross AM:** Thank you.

**Gareth Bacon AM:** Thank you, Chairman. This is a very important aim and obviously we are fully supportive of it. Will you recognise the achievements of the Conservative Party, Mr Mayor, which is the only political party ever to have elected two female Prime Ministers entirely on merit?

**Sadiq Khan (Mayor of London):** You should be really proud. I have two daughters. When Theresa May became the Prime Minister, I was proud and I congratulate Theresa. My daughters can see their Prime Minister is a woman. Honestly, put aside party politics. The fact that our Prime Minister is a woman matters. In a different context, it matters when our leader is meeting with other world leaders and she is a woman. By the way, she does a really difficult job and it shows. The (Police) Commissioner, the Prime Minister, the Fire Commissioner, the National Crime Agency (NCA), these really difficult jobs are being done by women. When people say to me there are no talented women around, I say, “You are not looking hard enough, you mix in the wrong circles”. You should be proud, as a Conservative politician, that you have had two leaders who are women.

**Gareth Bacon AM:** Thank you, Mr Mayor.
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