

MINUTES

**Meeting: London Assembly
(Mayor's Question Time)**
Date: Thursday 17 October 2019
Time: 10.00 am
**Place: Chamber, City Hall, The Queen's
Walk, London, SE1 2AA**

Copies of the minutes may be found at:

www.london.gov.uk/mayor-assembly/london-assembly/whole-assembly

Present:

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

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

- 1.1 Apologies for absence were received from Navin Shah AM.
- 1.2 The Chair welcomed to the public gallery students from: City University; Hillingdon Adult and Learning Centre; UCL Students' Union, London School of Economics; and Westminster University.
- 1.3 The Chair provided an update on some recent Assembly activity, including on: examining modern slavery in the capital; the impasse between Cargiant and the Old Oak and Park Royal Development Corporation (OPDC); London City Airport's expansion plans; the Domestic Abuse Bill; correspondence to the former Mayor (the Rt Hon Boris Johnson MP) asking questions about his past actions and decisions; and the rising tide of hate crime in London and the Garden Bridge.

2 Declarations of Interests (Item 2)

- 2.1 The Assembly received the report of the Executive Director of Secretariat.

2.2 Resolved:

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

3 Minutes (Item 3)

3.1 Resolved:

That the minutes from the London Assembly (Plenary) meeting held on 5 September 2019 and the London Assembly (Mayor's Question Time) meeting held on 12 September 2019 be signed by the Chair as a correct record.

- 3.2 The Deputy Chairman, Tony Arbour, congratulated Jennette Arnold OBE AM, on behalf of the Assembly, for having been awarded the Freedom of the City of London in recognition of her commitment to public service and politics.

4 Mayor's Report (Item 4)

- 4.1 The Assembly noted the Mayor's Report covering the period from 30 August to 3 October 2019.

- 4.2 In accordance with Standing Order 5.4A, the Mayor gave an oral update on matters occurring since the publication of his report. The record of the oral update is attached at **Appendix 1**.

5 Questions to the Mayor (Item 5)

- 5.1 The record of the discussion with the Mayor, including oral answers given by the Mayor to Members' questions, is attached as **Appendix 2**.
- 5.2 The written answers to those questions not asked or unanswered during the meeting is attached as **Appendix 3**.
- 5.3 During the course of the question and answer session the Chair proposed, and it was agreed, that Standing Order 2.9B be suspended to extend the meeting in order to allow the remaining questions on the priority order paper to be put to the Mayor and for the remaining items of business on the agenda to be considered.
- 5.4 The Deputy Chairman assumed the Chair from 11.55 am to 12.09pm for the duration of questions 2019/20046, 2019/19656 and 2019/19831.
- 5.5 At the conclusion of the question and answer session, the Assembly agreed the motion set out on the agenda in the name of the Chair, namely:

"That the Assembly notes the answers to the questions asked".

6 Appointments Made by the Mayor Under Section 67 of the GLA Act 1999 (Item 6)

- 6.1 The Assembly received the report of the Executive Director of Secretariat.

6.2 **Resolved:**

That the recent changes to two appointments made by the Mayor under Section 67(1) of the Greater London Authority Act 1999 (as amended) be noted.

7 Date of Next Meeting (Item 7)

- 7.1 The next meeting of the London Assembly would be the Plenary meeting which was scheduled to take place at 10.00am on Thursday 31 October 2019 in the Chamber, City Hall.

8 Any Other Business the Chair Considers Urgent (Item 8)

- 8.1 There were no items of urgent business.

9 Close of Meeting

- 8.1 The meeting ended at 12.49pm.

Chair	Date
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Mayor's Question Time – Thursday, 17 October 2019

Transcript of Item 4 – Mayor's Report

Jennette Arnold OBE AM (Chair): The Mayor will now provide an oral update of up to five minutes in length on matters occurring since the publication of his report. Over to you, Mayor.

Sadiq Khan (Mayor of London): Good morning. I strongly condemn the Extinction Rebellion (XR) protestors who have targeted the London Underground and Docklands Light Railway (DLR) this morning. This illegal action is extremely dangerous, counterproductive, and is causing unacceptable disruption to Londoners and visitors who use public transport to get to work. It is also a massive burden on our already overstretched police officers. I urge demonstrators to protest peacefully and within the boundaries of the law.

Chair, since we last met, Brexit has been dominating the political landscape once again. The continuing uncertainty caused by the failures of this Government is not only holding back London's businesses but causing enormous concern for European Union (EU) Londoners. The 31 October [2019] deadline is fast approaching, yet the Prime Minister is still saying he would take us off the cliff edge with a no-deal Brexit, which would be disastrous for London.

What do we know about Boris Johnson's [Prime Minister] possible deal? It represents an extreme hard Brexit for most of the United Kingdom (UK) which would damage jobs, growth and prosperity for years to come. What we are being offered now is a million miles away from what was promised in 2016. No one voted for a bad deal. No one voted for no deal at all. That is why, as Mayor, I will continue to put pressure on the Government to do the right thing, to take 'no deal' off the table for good, and to let the British public have the final say through a public vote with remain on the ballot paper.

Since the last Mayor's Question Time, I have also been working on a number of other initiatives to improve the lives of Londoners. These include: continuing on starting to build more social and council homes; ensuring our travel system remains affordable for all; cleaning up our toxic air; supporting small businesses; announcing millions of pounds of investment to support further education (FE) and skills; tackling reoffending rates; and continuing to do everything possible to tackle violent crime, not only by cracking down on criminals but by tackling the root causes of violent crime. This includes investing £4 million to embed more youth workers in hospitals.

I have also, Chair, been asked for two oral updates. In answer to Assembly Member [Susan] Hall, the right to peaceful and lawful protest should always be upheld, but there is also a balance to be struck by the police when they take operational decisions about how to manage these. The Metropolitan Police Service (MPS) took a more proactive approach to policing the protests, including pre-emptive activity to prevent serious disruption. The MPS has also taken swift action to seize eight 10-tonne lorries with equipment that was designed to enable protest groups to remain in the streets for long periods of time. Neither I nor my Deputy Mayor for Policing and Crime, Sophie Linden, were consulted before the decision was taken. It was an operational decision. In a meeting the following day I discussed both the reason for the decision and the process with senior police officers.

There is also, Chair, a request for an oral update from Assembly Member [Sian] Berry. Neither I nor the Deputy Mayor for Policing and Crime were informed before the MPS took the operational decision to impose a section 14 [of the Public Order Act 1986] on Extinction Rebellion Autumn Uprising on Monday night. I met with senior officers the following day to seek further information on why they deemed this necessary. I asked senior officers to find a way for those who want to protest the climate emergency we face to be able to do so legally and peacefully in London. I received assurances that neither Extinction Rebellion nor other climate change protestors are banned from protesting lawfully and peacefully in our city.

I continue to condemn the actions of those who have broken the law over recent days, and I am particularly angry at those who have targeted the DLR and the London Underground. This is extremely dangerous and counterproductive and is causing unacceptable disruption to Londoners who use public transport to get to work. It is also an unfair burden on our already overstretched police officers. Public transport is essential to tackling climate change, and millions of Londoners rely on it to get about our city every day.

Illegal action by some protestors over the past ten days has put undue pressure on already overstretched police officers, and demonstrators should bear this in mind when considering any further actions. The MPS has been clear that if Extinction Rebellion wishes to protest lawfully, it can reach out to it, and it will work out with it how to try to facilitate this.

Jennette Arnold OBE AM (Chair): Thank you very much. Assembly Member Berry.

Sian Berry AM: Yes, thank you. Just on the section 14 order, do you know when the last time a city-wide section 14 order was issued in London? Has this ever happened before?

Sadiq Khan (Mayor of London): I am not aware of the answer to your first question.

Sian Berry AM: Fair enough. You said in your statement today and yesterday that you were not consulted ahead of the decision taking place, but it seems from the relevant Act that a complete ban across London, as opposed to conditions being placed on individual actions, cannot just be imposed by an officer on the ground. It is a much bigger decision than that. Do you feel like you should have had a role in making this decision?

Sadiq Khan (Mayor of London): I think that is one of the issues, Chair, that the court is currently considering. I think it is inappropriate for me to comment on a case that is live in the court. I understand there is a hearing today.

Sian Berry AM: There is a hearing today, and that is one of the grounds on which they are challenging it. Was this one of the things that you discussed with the police on the day after Monday's decision?

Sadiq Khan (Mayor of London): We had a wide-ranging conversation about the actions taken the night before, yes.

Sian Berry AM: OK. Obviously I have grave concerns about the effective ban on protest across London. You have asked the police to find a place for them to protest legally and peacefully. Have you made any progress with that? That seems to me the key to giving people the human right to protest somewhere within London.

Sadiq Khan (Mayor of London): I think it is important for those who are organising protests to work with the police to try to ensure that any protest is peaceful and lawful. My message to Extinction Rebellion, those organising protests, is speak to the police. There is a protest taking place this Saturday which may involve more than 1 million people. They are working with the police. Similarly, my message to XR is to work with the police to try to facilitate a peaceful and lawful protest.

Sian Berry AM: OK. Thank you. We look forward to seeing what the court case comes up with today. I think there is a genuine issue about powers here. Thank you.

Jennette Arnold OBE AM (Chair): OK, thank you. Assembly Member Hall.

Susan Hall AM: Mr Mayor, I am very concerned because you are not backing the police 100% on this, and it is absolutely the view of many of us that you should be. You talk about lawful protests. 1,600 of them have been arrested. They are causing mayhem on the streets. The only time you start to say, "Well, I am going to get tougher on this" is when they are on one of your trains. The fact is the public took things into their own hands today and pulled somebody off the top of a train and then, I believe, hit him. That is not good, and, quite frankly, it should be laid at your door. You called them allies to start with. The minute the section 14 is put in, you are on top of the police saying that you did not know about it, etc.

Jennette Arnold OBE AM (Chair): Can I have the question?

Susan Hall AM: You should be supporting the police, shouldn't you?

Jennette Arnold OBE AM (Chair): "Shouldn't you?" What is the question? Come on.

Susan Hall AM: Sorry?

Jennette Arnold OBE AM (Chair): No. Can I have a question phrase, please?

Susan Hall AM: I said you should be supporting the police, shouldn't you?

Sadiq Khan (Mayor of London): I do support our police. One of the reasons why I have been so angry about the cuts from the Government over the last nine years is because it is letting the police down. We have in London, Chair, fewer police officers in the last year than any time since 2003, yet our population has risen by 2 million. It is because I support the police and I see how under-resourced and overstretched they are that I have been lobbying for those resources.

I have been quite clear since the protests began. My message to those protesting is I accept, and I last year said, there is a climate emergency. It is really important for those who protest to do it peacefully and lawfully. I have made the point on a number of occasions that this year we have had more extractions to do with public order issues than any year since records began, made more difficult by the massive cuts made by the Conservative Government. If you want to be pro-police and support the police, Assembly Member Hall, join with me in saying to this Prime Minister to reverse the cuts this Government has made over the last nine years. That is the best way to be pro-police for Londoners.

Susan Hall AM: Mr Mayor, deflect all you will. You started the whole conversation this morning by a tiny little bit on Extinction Rebellion and then went into your normal nonsense about Brexit. You are responsible for London. The streets out there are in absolute chaos because of Extinction Rebellion.

Jennette Arnold OBE AM (Chair): Can I have a question, Assembly Member?

Susan Hall AM: If you would wait, Madam Chairman.

Jennette Arnold OBE AM (Chair): No, I am not going to wait for you. I want a question from you. Thank you.

Susan Hall AM: I am asking a question. Do you not think that you should be doing your job properly, looking after the streets of London, and not bothering yourself with Brexit and constantly blaming the Government for everything? That is all you ever do.

Sadiq Khan (Mayor of London): Chair, the short response to this question is, if the Assembly Member had read Operation Yellowhammer or some of the stuff leaked in Operation Kingfisher, she would see the direct link between Brexit and a no-deal Brexit and public disorder on our streets and less safety in our city and our country.

Susan Hall AM: Mr Mayor, so far --

Sadiq Khan (Mayor of London): Chair?

Jennette Arnold OBE AM (Chair): You will let him answer.

Sadiq Khan (Mayor of London): I think my answer was a fifth of the length of the question.

Susan Hall AM: All right. We will listen about the Government some more, if that is appropriate.

Sadiq Khan (Mayor of London): The second point, Chair, I would make in relation to Brexit is we know that just in the last few weeks the Government spent £100 million on adverts telling people to get ready for Brexit. Imagine the officers we could have employed with that £100 million.

The third point is the Government is going to spend £4 billion dealing with the consequences of a no-deal Brexit. Imagine the support that could have given our city. £4 billion dealing with the consequences of no deal. I am sorry that Conservative Members cannot see the link between Brexit and policing. I am sorry that the Assembly Member cannot see why Brexit is so important to our city. I can, which is why I do not apologise for talking about it.

Susan Hall AM: I am sorry that you do not understand what wasting money is. £16 million at the absolute minimum has been wasted so far on Extinction Rebellion. The same amount was lost in April this year, yet you do not come down hard enough and say, "I support the police, I support Londoners. Enough of this nonsense". You should be doing that, Mr Mayor. Are you not concerned about the amount of money that is being wasted on this?

Jennette Arnold OBE AM (Chair): There is not a question there. Would you like to put a question?

Susan Hall AM: That was a question.

Jennette Arnold OBE AM (Chair): There is not a question. I heard no question.

Susan Hall AM: Shut me down, then, if you will.

Jennette Arnold OBE AM (Chair): I would ask the Member to repeat her question so that we are all clear what the question is.

Susan Hall AM: Stop the clock, if you are not listening.

Jennette Arnold OBE AM (Chair): No. I am sorry. I did not hear your question. Can I hear your question?

Susan Hall AM: OK. I said, and I will say it again loud and clear, are you concerned about the amount of money that is being wasted on policing these Extinction Rebellion movements? Are you not concerned about that? £16 million this time, more than that last time. Yes, that could have gone into police officers as well, which we would rather, because also you are in charge of an absolute crime epidemic on our streets. Wouldn't you rather the money went to that than went to policing Extinction Rebellion?

Sadiq Khan (Mayor of London): Chair, one of the reasons why Governments of the past and this Government recognised that we should receive additional money as a National and International Capital City (NICC) is because, as a capital city, we receive often state visits, which lead to protests being made, which have policing requirements. We also in our city have a number of sporting events and cultural events which require policing for those events, but also we have protests. This Saturday, for example, we have up to or maybe more than a million people protesting in our city. That will require policing. One of the things about living in a very democratic society is that people are allowed to protest peacefully and lawfully, but we should make sure --

Susan Hall AM: 1,600 arrests.

Sadiq Khan (Mayor of London): -- the police have the resources to police those protests, and they should be encouraged to do so peacefully and lawfully.

What I would not want to do is to say, for example, people should not protest because we do not have the resources to police those protests. The key thing is to protest peacefully and lawfully, but to give our police the resources they need to police a NICC. The short point on this is, according to the Government's own calculations, we receive inadequate sums to police a NICC, which is why I have been lobbying for more resources --

Susan Hall AM: Thank you, Mr Mayor.

Sadiq Khan (Mayor of London): -- but also making £1 billion worth of cuts from our police service over the last nine years does not help matters.

Susan Hall AM: He is just filibustering. Journalism students, this is filibustering. A textbook case.

Sadiq Khan (Mayor of London): If the Assembly Member is keen to be a pro-police politician, work with me, lobby the Government, get us more resources for our police.

Susan Hall AM: Thank you, Madam Chairman.

Jennette Arnold OBE AM (Chair): Thank you. Can I remind Members that all we require from them is to put the question? Thank you. Assembly Member Boff.

Andrew Boff AM: Mr Mayor, do you think the Commissioner failed to inform you about her actions because you have demonstrated a lack of interest in maintaining public order and are much more interested in talking about Brexit?

Sadiq Khan (Mayor of London): That is a question you have to direct to the Commissioner, not to me. I cannot read into the minds of police officers.

Andrew Boff AM: Thank you.

Jennette Arnold OBE AM (Chair): Are there any other questions on the Mayor's follow up? No. Let us go to item 5, questions to the Mayor, as set out on the priority order paper.

Mayor's Question Time – Thursday, 17 October 2019

Transcript of Item 5 – Questions to the Mayor

2019/19857 - Brexit

[Léonie Cooper AM](#)

What does the latest situation regarding Brexit mean for London's economy, businesses and residents?

Sadiq Khan (Mayor of London): Chair, with the Government refusing to clarify when and how it intends to comply with the law enacted by the Benn Act, there remains a very real risk of a no-deal Brexit at the end of October. We have to hope that common sense and the law will prevail in securing an extension, but nothing can be taken for granted, and a disastrous no-deal Brexit in a fortnight is a real risk.

Any form of Brexit would do long-term damage. However, a no-deal Brexit would be the worst of all possible scenarios. Leading economic forecasters – the Bank of England, the Office for Budget Responsibility (OBR) and the Institute for Fiscal Studies – to conclude that a no-deal Brexit is likely to be followed by a recession in 2020 and UK debt levels would reach their highest levels since the 1960s. This would fall hardest on London's most deprived households. Their prospects of staying in work are most likely to be diminished in a recession. They have already suffered the worst effects of welfare reform and austerity, and lower wage growth and higher food prices will push them even more into poverty.

Uncertainty around Brexit has deterred many businesses from investing since the referendum. UK productivity has suffered its worst drop in five years, and the latest Gross Domestic Product (GDP) figures show the UK's economic growth is close to zero.

We continue to work extremely hard to ensure plans are in place for a no-deal Brexit, should that occur on 31 October [2019]. However, I want to be clear that the very best that can be achieved is merely a mitigation of the worst impacts of a no-deal Brexit on Londoners and on our city. I will continue to oppose a no-deal Brexit, which could be avoided completely by withdrawing Article 50. Ultimately, there must be a public vote with remain on the ballot paper to give the public the final say.

Léonie Cooper AM: Thank you very much, Mr Mayor. Perhaps we can have a slightly more mature discussion about Brexit and the potential for different types of Brexit deal or no deal.

The Government, as you are aware, has released its no-deal readiness report. What is your assessment of that report and what it might mean for London's economy?

Sadiq Khan (Mayor of London): The short answer is it would be disastrous for our economy. Leaving with no deal would simply cause problems with jobs, growth and prosperity, but also it is worth reminding ourselves that that is when the negotiations begin to our future relationship with the EU. If we do leave the EU without a deal on 31 October [2019], that is not the end of it. That is actually when the real business begins in relation

to our future trade deal with the EU. Depending on what trade deal we have, that has an impact on jobs, growth and prosperity in our city.

We asked Cambridge Econometrics to do some analysis, and the scenario most damaging to our city was no deal: not a member of the single market, not a member of the Customs Union, no transition period. It appears that we are heading towards that scenario.

Léonie Cooper AM: I have spoken to a lot of people, some who voted leave, some who voted remain, some who still support leave, some who still support remain, some who have changed their views. I think a lot of people were expecting a deal to be negotiated, and we have had this really long period first with one Prime Minister and now with another. Given all the evidence of the implications of a no-deal Brexit, do you, therefore, think that it is right for the Mayor of London to be supporting Londoners and businesses through what has been an extended period of uncertainty and trying to assist people over the implications of the deal, rather than just washing your hands of this?

Sadiq Khan (Mayor of London): I was with business leaders yesterday and spent lots of time speaking to businesses, small, medium and large. The point they are making is there is nobody from Government talking or listening to them. It is really important, and one of my roles you will be aware, is to promote the economy of London. I think I would not be discharging my duties as the Mayor if I was not doing so. Frankly speaking, any Member of this Assembly who is not advocating for our businesses in London is not doing their job as a Member of the Assembly and they should be ashamed.

Léonie Cooper AM: How important do you think it is that Londoners have a final say on any deal that is actually negotiated?

Sadiq Khan (Mayor of London): Here is the thing. Those who complain about a public vote need to explain why more democracy is a bad thing. What we have been offered now by this Government is a million miles away from what was promised in 2016. You can go back and look at some of the quotes and arguments raised by prominent Brexiteers, from Boris Johnson [Prime Minister] to Michael Gove [Chancellor of the Duchy of Lancaster] to Liam Fox [Member of Parliament for North Somerset] to Nigel Farage [Leader, Brexit Party]. None of them talked about leaving the EU without a deal. Most of them talked about us being members of the Customs Union and the single market and being able to do a trade deal over the course of an afternoon. Bearing in mind we are a million miles away now from what was promised in 2016, I think we should give the British public a final say: “Do you accept the terms of exit in the scenario negotiated by the Government?” with the option, not in abstract terms, “Now you know the terms of exit, do you want to remain in the EU?”

Léonie Cooper AM: Thank you very much, Mr Mayor. Thank you, Chair.

Jennette Arnold OBE AM (Chair): Is there anyone else? No. Let us go on to the next question, and it is in the name of Assembly Member Bacon: “Delivering promises”.

Gareth Bacon AM: It has been withdrawn.

2019/19655 - Definitions of affordable homes

[Sian Berry AM](#)

How many definitions of 'affordable' homes are used by your office?

Sadiq Khan (Mayor of London): Thank you, Chair. As Londoners well know, the previous Mayor and the Government pushed the definition of affordable home to breaking point. Their definition included homes to buy for close to £500,000 and homes to rent at 80% of market rate.

When we started negotiating with Ministers in 2016 for affordable homes funding, the entire budget was for intermediate homes to buy and there was not a penny available for rented housing of any sort. We have been pushing them at every opportunity for more money for rented housing, and we have been building as many social rented homes as we can with the funding constraints we face.

When I became Mayor, I scrapped the definitions used under the previous Mayor, and I have been very clear what I mean by 'genuinely affordable'. First, homes for Social Rent, which include council homes. Second, homes for London Living Rent set at one-third of local average incomes. Third, homes for shared ownership, part-buy, part-rent, which helps Londoners buy without needing a large deposit. These three types of home have been at the heart of my Affordable Homes Programme and my draft London Plan. As I said earlier, it is only through our relentless perseverance that we have managed to get any money for Affordable Rent.

We have then introduced a work-around solution of capping rents for London Affordable Rent homes at Social Rent levels. This allowed us to use national funding to deliver genuinely affordable social housing for Londoners. By using my funding and planning powers, we have been able to start building record levels of genuinely affordable homes. Under the previous Mayor's programme, the number of homes for Social Rent fell to zero. Last year we started building nearly 4,000. Over time, as legacy schemes complete and my planning policies are fully implemented, an increasing percentage of London's new supply will be one of my preferred three types of affordable homes. For any others, I have introduced an income cap in my planning policies to make sure that where rents are different from the level I would like to see charged, they are still genuinely affordable for Londoners.

Given the bare cupboard I inherited, we have made real progress. We are very clearly heading in the right direction. However, we need a fundamental step change in investment from the Government if we are going to truly end the housing crisis.

Sian Berry AM: Thank you, Mr Mayor. As you know, I am concerned about the number of 'dodgily defined' homes still coming forward, but also within your proposed tenures, how they are defined. A lot of the affordable housing products that you say are genuinely affordable are aimed at people on median incomes, and that automatically makes them unaffordable for half of Londoners by definition who earn less than the average income. The London Tenants Federation says that the only genuinely affordable housing product that you are offering is Social Rent. Do you agree with that?

Sadiq Khan (Mayor of London): I understand where they are coming from, but what we are trying to do is work within the rules we are given by national Government. The national definitions are quite clear. How we are given funding is quite clear.

My ask to the Government, to address your point head-on, is for the amount of genuinely affordable homes that are Social Rent to go up to 70%. The negotiations taking place with Government are to address that point. You are right; many Londoners do not receive a Living Wage. Many receive the minimum wage. We

need more homes with Social Rent. One of the things we are in negotiation with the Government for is to make sure we have far, far more Social Rent homes going forward.

Sian Berry AM: I look forward to seeing better grants and more grants for Social Rent in future, for certain.

I want to go back to my original question and what is going on at the moment within the planning decisions that are being made now and looking through the London Development Database. You mentioned your preferred tenures. Those are three of the eight possible definitions of affordable housing. There is also affordable, intermediate listed there, starter homes, which do seem to be dying out, discount market rent, discount market sale.

Apart from starter homes, seven of those definitions are still being used within planning permissions being given in London. In the last full year we had, 2018, a quarter of permissions are for tenures within what we, I think, both would call dodgy definitions of affordable. It is still a bit of a mess. As we know, almost all of these definitions do not qualify as affordable housing. Can you give us a deadline for when, in planning terms, dodgy definitions will no longer get permission?

Sadiq Khan (Mayor of London): There are two separations. One is allocation of grant money to planning. You will be aware some of this grant money began in 2015, and that is why you mentioned the starter homes. We have tried to change --

Sian Berry AM: I really want to concentrate on planning. Can you tell us when they will be phased out? There are still a quarter coming forwards that are dodgy.

Sadiq Khan (Mayor of London): One is grant money. The second is planning. We have a draft London Plan, not a London Plan final, so it is waiting to see when the London Plan comes into fruition. Once the London Plan is there, that will obviously take over the previous London Plan.

Sian Berry AM: That will wipe them out completely?

Sadiq Khan (Mayor of London): There will still be some legacy schemes. Obviously, there are those schemes that councils consider, which are below 150 units, but we want to eventually go towards our model. If there is grant money available from the Government and if some councils are giving permission, it is very difficult for us to get involved in those.

Sian Berry AM: OK. Sorry. I will stop there. Thank you.

Jennette Arnold OBE AM (Chair): Is there anyone else on this? No. OK. Just to flag up to Members that this is the first of four other questions relating to Brexit. Assembly Member Kurten, yours is just about Brexit. Can I have the question and can I ask the Mayor to be quite specific in his answer to the question?

2019/19705 - Brexit

[David Kurten AM](#)

What plans have you made for Londoners to celebrate the historic occasion of our departure from the European Union on 31 October 2019?

Sadiq Khan (Mayor of London): Sure. The Assembly Member asked for plans for a celebration on 31 October. Leading economic forecasters, including the OBR and the Bank of England, are warning this could likely lead to a recession. The Government's own assessments are warning it could lead to consumer panic, rising crime, food shortages and economic chaos. In light of this, I do not really think, Chair, this is a cause for celebration.

Like most Londoners, I want us to remain in the EU and have campaigned hard for that in the run-up to the referendum. After the referendum in 2016, I said I would do what I could to help ensure the Government was able to reach the best possible deal to leave the EU, and I engaged with the Government, with Brussels and with EU leaders. Retaining membership of the Customs Union and the single market, as I called for, would have protected UK jobs and prosperity and averted the return of a border in Northern Ireland, as well as protecting the rights of EU citizens in this country and the Brits who have chosen to live on the continent.

The Government failed to progress this route over the last three years, preferring to negotiate a bad deal that would have us leaving the Customs Union and single market, which was rejected three times by Parliament. In light of this, Chair, I have no plans to celebrate, should we leave the EU on 31 October without a deal.

David Kurten AM: Mr Mayor, come on. I know you love a celebration. Your answer seems to be like one of these bad Hollywood movies that is all gloomy and apocalyptic, but really that is not what is going to happen. You simply cannot forecast all of those things that you said. The good thing about leaving the EU on 31 October [2019] is that we are going to have full control back of our sovereignty and our money. We are going to have £39 billion that we would otherwise have to give to bureaucrats in Brussels, which we could spend on housing and schools and hospitals and all those good things that we want to do in this country. We will have that control of our territorial fishing waters and we will have British fish for British fishermen once again. We will also be able to --

Jennette Arnold OBE AM (Chair): Assembly Member Kurten, very entertaining, but I want a question now from you. A question.

David Kurten AM: Madam Chair, I am just building up to the question.

Jennette Arnold OBE AM (Chair): Just put the question.

David Kurten AM: The question, Mr Mayor, is: given all the good things that are going to happen when we have Brexit, shouldn't we have a celebration for the 1.4 million Londoners who voted for Brexit?

Sadiq Khan (Mayor of London): Chair, when I am chairing the Mayor's Advisory Group with leading members of the MPS, the fire service, the National Health Trust (NHS), councils and utility companies and discussing some of the concerns they have in relation to a no-deal Brexit, it is not a cause for celebration. When I look at the consequences of the pound going down and the increase in food prices and inflation, I do not think it is a cause for celebration. When I speak to Londoners - they are Londoners, by the way, who were here in City Hall three weeks ago when we were offering free legal advice on immigration status, and they have been here for many, many years, and they were in tears worried about their future status in this country - it is not a cause for celebration. When [The Rt Hon] Brandon Lewis [CBE MP, Minister of State for Security] talks

about deporting EU citizens after December next year if they do not have secured status, I do not think it is a cause for celebration. If you think it is, that speaks more to you and your values than it does to me.

David Kurten AM: Mr Mayor, what would be catastrophic is if we overturned a democratic decision of 17.4 million people taken in June 2016 to leave the EU. Don't you think that you and other people who are calling for a second referendum which may have on the ballot paper remaining is absolutely wrong? We have voted to leave, and leave should mean leave, Mr Mayor.

Sadiq Khan (Mayor of London): Chair, here is the conundrum with those Brexiteers who advocated leave. It is unclear exactly what they meant by 'leave'. If you read back, listen to and watch what campaigners who campaigned to leave were saying in 2016, they were not saying, "Leave the EU without a deal whatsoever". They were saying things like, "We will leave the EU and still be members of the single market", or they were saying, "We will leave the EU and be members of the Customs Union and single market", or they were saying, "We will have a really good trade relationship with the EU". Nobody was saying, "Leave the EU without any deal whatsoever" and nobody was saying we would be deporting EU citizens who do not have secured status.

My point in response is why are you scared of giving the British public a final say? What can be more democratic than giving the British public a final say? Why are you scared of democracy?

Jennette Arnold OBE AM (Chair): No, no. Assembly Member Kurten, no, seriously. This is not a conversation between you and the Mayor. Mr Mayor, you are not here to ask Members questions, and I would just ask you to contain yourself to giving answers to their questions.

Sadiq Khan (Mayor of London): Chair, it was rhetorical.

Jennette Arnold OBE AM (Chair): No, we do not need rhetorical. We have enough on our plate.

Do you have any further questions?

David Kurten AM: Mr Mayor, there is nothing scary about implementing the decision of the referendum in June 2016, and that is what we should actually do. Mr Mayor, I do feel that in some ways you are rewriting history here. What we said in the debate going into the referendum and since then is that --

Jennette Arnold OBE AM (Chair): No, no. You are going off your question. You started about celebration. Bring it back to your question.

David Kurten AM: OK. Back to the question - I will just build up to my next supplementary question, Madam Chair - obviously, what we have said is that we are able to obtain a mutually beneficial free trade agreement in goods and services with the EU. That is the endpoint, and I am sure that you will probably agree with me that that is a good thing. Unfortunately, I am out of my time, so I cannot ask any further questions.

Jennette Arnold OBE AM (Chair): Thank you. You used it well.

Sadiq Khan (Mayor of London): Chair, it is probably the first time we disagree.

Jennette Arnold OBE AM (Chair): We now go to Assembly Member Cooper's question.

2019/19858 - No-deal Brexit and businesses

Léonie Cooper AM

Are London's businesses ready for a no-deal exit from the EU as the Minister Michael Gove suggested?

Sadiq Khan (Mayor of London): London's businesses are not ready for a no-deal exit from the EU. A no-deal Brexit and the fallout would be a disaster for London. Some big multinationals have the resources to contingency plan, but we know the vast majority of small businesses, the lifeblood of London's economy, remain unprepared.

According to a recent survey by the London Chamber of Commerce and Industry, only 9% of London business leaders polled say their business is prepared for a no-deal Brexit, and nearly a fifth say they require support in planning for one. Another recent survey by the Federation of Small Businesses found that amongst their members who believe a no-deal scenario on 31 October [2019] will negatively impact their businesses, nearly two-thirds say they are not able to plan for the impacts. Instead of providing the kind of certainty and practical advice that entrepreneurs needed to prepare for Brexit, the Government committed £100 million to adverts announcing a Brexit deadline that it cannot meet. Imagine the police officers or youth workers that could have paid for. A positive thing the Government could do instead would be to do what the law requires and implement the Benn Act, 'no ifs, no buts', and request the extension from the EU that would prevent a no-deal Brexit in a fortnight.

It is clear that Brexit uncertainty has stalled business investment and productivity since the referendum. In London, business start-ups have fallen, business closures have risen, and there has been a marked decline in the net start-up rate from 6.1% in 2016 to 1% in 2017. That is why I have stepped up advice and support available from City Hall during this important period.

Léonie Cooper AM: Thank you, Mr Mayor. You just mentioned the London Chamber of Commerce and Industry and the Federation of Small Businesses. Also the British Retail Consortium stated that, and I quote,

"We have been crystal clear that while retailers are doing everything they can to prepare for a no-deal Brexit on 31 October, there are limits to what can be done."

I think that completely contradicts Michael Gove's statement that everybody is fully prepared. What are businesses saying to you and the Deputy Mayor for Business?

Sadiq Khan (Mayor of London): They are concerned. You mentioned the Retail Consortium. For example, if you are a retailer selling food, fresh vegetables, fresh produce it is a big concern. It is the end of our season. Christmas is coming. The ability to store some of this fresh produce is an issue. There is a big concern in relation to a weak pound and the increase in prices, and there is a big concern in the lack of shared information from the Government. What happens, for example, if there is a delay at the borders at Kent, Tilbury Docks or elsewhere? That is just food. There is a big issue in relation to tariffs that are applied to goods.

All of these are unknowns which are making retailers extremely nervous, and businesses generally are worried about the uncertainty created by the scenario we currently face.

Léonie Cooper AM: One of the actions that you have taken is to set up the Growth Hub centres, and I wondered how the nine new centres are going to be able to support businesses through this latest period of incredible uncertainty.

Sadiq Khan (Mayor of London): The Brexit Business Resource Hub and the London Growth Hub have been used by hundreds of thousands of businesses across London. One of the things we have realised is that some small businesses particularly need face-to-face advice, so we will have five presences physically across London with four satellite presences as well. We are already going out and doing one-to-one advice sessions, doing workshops. There is a concern which is expressed by the survey figures I read out that small businesses in particular are not ready and are not sure what to do to get ready. If we do leave the EU without any deal on 31 October [2019], the impact will be immediate, so we are trying to get to them as soon as we can, working with the Government to try to make sure more and more people know about the consequences should we leave the EU on 31 October.

Léonie Cooper AM: Thank you very much, Mr Mayor. Thank you, Chair.

2019/19739 - Housing needs

[Andrew Boff AM](#)

Are you meeting London's housing needs?

Sadiq Khan (Mayor of London): Thank you, Chair. London's housing crisis has been decades in the making, with far too few genuinely affordable homes having been built for many years. In London, 56,000 households are homeless and living in temporary accommodation, 370,000 children are living in overcrowding, and rents have risen almost twice as fast as earnings since 2005.

We will never be able to fully meet London's housing needs without a step in the level of investment and powers from national Government. Since taking office, I have used all the resources available, and we have begun building record numbers of genuinely affordable homes. We know the overwhelming need is for social rented housing. Under my predecessor, the number being built fell to almost zero, but we have begun to turn that around. Last year we began building more genuinely affordable homes than in any year since powers were devolved to London, including record numbers of Social Rent, through my new Building Council Homes for Londoners Programme. We also had councils start the most new council homes since 1984.

Alongside my Affordable Housing Programme, we have overhauled the planning system to make sure more new homes meet Londoners' needs. Under my predecessor, affordable housing and planning permission fell to just 13%, and even that was using his dodgy definition of affordable. As part of our new approach, an independent evaluation by Grant Thornton published in May this year reported that genuinely affordable housing has risen to 36% in 2018.

I also set up the new London Land Fund to buy land for developments with higher proportions of affordable housing. Through this fund we have secured 50% affordable housing at North Middlesex University Hospital, a minimum of 50% affordable at the former St Ann's Hospital site, and over 1,000 homes with at least 60% affordable on the former Holloway Prison site. We are severely limited by the lack of public funding from Government, and that is why I am working with G15 and others. We have estimated London needs £4.9 billion

per year of Government grant funding to build all the homes Londoners need. That is seven times what we currently receive.

Andrew Boff AM: Mr Mayor, you said that you are building more new homes to meet Londoners' needs. Last year, according to your own figures, the number of Greater London Authority (GLA) funded affordable family-sized homes that were started went down by over 30% from 2,892 to 2,005. Do you think this will improve London's overcrowding problem or make it worse?

Sadiq Khan (Mayor of London): One of the reasons why there are more intermediate houses is that is the way the funding from the Government is skewed. Because the Government skews the funding towards intermediate housing, which tends to be two-bedroom, you are seeing fewer social rented family homes that we need.

One of the things we have done in the draft London Plan which was not in the previous London Plan was require boroughs to set size mix requirements for social housing, and this means local councils can set targets for family-sized housing that will meet the needs of people in the local area. Clearly, with more funding for social housing, we could have more social housing that families would want to live in.

Andrew Boff AM: If this is a problem with regard to intermediate homes, had the rules changed in the past year?

Sadiq Khan (Mayor of London): No. The Government's funding since we negotiated with it has been weighted towards intermediate housing. That is more so in 2015, as Assembly Member [Sian] Berry alluded to previously. Funding was for starter homes.

Andrew Boff AM: Why have they declined under the same rules, the number of family homes that are being built? Why have they declined under the same rules?

Sadiq Khan (Mayor of London): There are two types of family homes we are talking about. One is market value family homes, which are not affordable to Londoners, and another is social rented family homes, which are affordable to Londoners. Our focus is getting more of the latter because that is what Londoners need. Market-value family houses are not affordable to Londoners, so that is why you are seeing more and more people who are living in these family-sized homes having their grown children living with them, but what the grown children need are one-bedroom and two-bedroom properties that are affordable to move out of Mum's and Dad's home.

Andrew Boff AM: Are you saying there is not a requirement for larger family homes?

Sadiq Khan (Mayor of London): Market value, there has never been a requirement for family homes under the previous Mayor's Housing Strategy or ours. What we have done in our Strategy differently from the previous Mayor's is require councils to work out what they need for Social Rent family homes in the area.

Andrew Boff AM: Can you explain why, according to your own figures, the amount of overcrowding in London in 2017/18 is at its highest level for nine years? That is 8.7% of all London homes. All London homes, not just affordable.

Sadiq Khan (Mayor of London): The answer is easy. It is a consequence of your Government's welfare benefit policies because of the cap you introduced in relation to housing benefit, not linking housing benefits to the local housing allowance. What that has led to is families not being able to live in homes sized commensurate with their families because of the welfare benefit changes made by your Government. If you feel strongly about this, work with me to lobby your Government to reverse welfare benefit changes it has made.

Andrew Boff AM: Mr Mayor, you have removed all targets from your Housing Strategy and indeed the London Plan for family-sized housing.

Sadiq Khan (Mayor of London): Not true.

Andrew Boff AM: You can explain how that is not true. How is that going to affect overcrowding in London?

Sadiq Khan (Mayor of London): Let me read, Chair, if it helps the Assembly Member, what the draft London Plan in 2019 says. Draft policy H12 states, and I quote, "Schemes should generally consist of a range of unit sizes", and it goes on and refers to, and I quote, "A strategic and local requirement for affordable family accommodation". Draft policy H12 states, and I quote,

"For low-cost rent, boroughs should provide guidance on the size of units required by number of bedrooms to ensure affordable housing meets identified needs."

As I said, we are requiring councils now to set out the targets for family-sized social housing that meets their specific needs, and our draft London Plan, when it is fully made into a London Plan, will assist councils to do just that.

Andrew Boff AM: You have left that responsibility to the boroughs and then abnegated responsibility for the numbers. What percentage of family homes do you expect to be built over the next year?

Sadiq Khan (Mayor of London): There has never been a percentage requirement on boroughs. We are criticised for doing that --

Andrew Boff AM: You decided not to do that.

Sadiq Khan (Mayor of London): What it means is that councils will work out what the needs are for the boroughs, and different boroughs will have different requirements. Borough A may have, when it has done its assessment, fewer families who need family-sized Social Rent homes. Borough B may, when it carries out its assessment, need more family-sized homes than --

Andrew Boff AM: Do you think the 350,000 young people being brought up in overcrowded conditions will welcome your abnegation of responsibility on this matter?

Sadiq Khan (Mayor of London): What they will welcome is us working together to lobby the Government to reverse the welfare benefit policies that have led to this sort of overcrowding. What they will welcome is the Government giving me seven times more funding to build more social rented homes and council homes, rather

than what we have at the moment, which is us receiving one-seventh of what we need. What they will welcome is the Government, rather than wasting £4 billion dealing with the consequences of no-deal Brexit, using that £4 billion to help build the homes that Londoners desperately need.

Andrew Boff AM: Mr Mayor, do you think that after Brexit you might actually pick up your proper responsibilities and look to the interests of London's young people?

Sadiq Khan (Mayor of London): Chair, I am astonished. I am really astonished that the Assembly Member does not see the position of Brexit and young Londoners.

Andrew Boff AM: You are terribly distracted by one subject. You are not interested in public order. You are not interested in housing. You are not interested in the knife crime on our streets. You are only obsessed with Brexit. This is from a Mayor whom we have elected to deliver on all those subjects, not Brexit. I am finished. Thank you.

Sadiq Khan (Mayor of London): Chair, I am astonished that the Assembly Member does not realise the link that Brexit has to housing and to young people. Had he read, for example, the Royal Institute of Chartered Surveyors' (RICS) report? It talks about the impacts of Brexit on housebuilding. Had the Assembly Member read the Bank of England's report, it talks about the impact of Brexit on housebuilding. It is really important for us to realise the consequences of Brexit on a whole host of issues. It is the proceeds of taxes raised by people working, by the growth created, that leads to us being able to fund these public services. I am really surprised that the Assembly Member does not understand the basic economy and the way it works.

Andrew Boff AM: I understand all too well, Mr Mayor. I just wish you would give that speech from the top of a train in Canning Town.

Jennette Arnold OBE AM (Chair): Thank you, Assembly Member Boff.

Sadiq Khan (Mayor of London): Sorry, Chair. I did not hear the question.

Jennette Arnold OBE AM (Chair): I did not hear it either.

Andrew Boff AM: I said I would like to you to give that speech from the top of a train in Canning Town.

Sadiq Khan (Mayor of London): Was that a question, Chair? I should respond. I should respond, surely.

Jennette Arnold OBE AM (Chair): No, he did not put it in a question form, and I am not going to have a bat and ball between the both of you. I am going to go on to Assembly Member Copley, who has a question regarding housing needs.

Tom Copley AM: I do, yes. Thank you, Chair. I just was wondering, Mr Mayor, if you thought perhaps in terms of housing, and particularly in terms of affordable housing, it might be better if the Conservative Group were to be lobbying their Government to actually fund affordable housing in London properly.

Sadiq Khan (Mayor of London): Chair, only Conservatives would heckle somebody who is advocating affordable housing for Londoners. That tells you all you need to know about their priorities.

My point in relation to the last question made by the Assembly Member previously was we need to recognise that central Government's policies have a direct impact on what happens in London, from changes in welfare benefit, from lack of investment in affordable housing, from weighting the funding towards intermediate housing. What they should be doing, if they are genuine, rather than making cheap party-political points, is working with us to lobby the Government to change its policy and have more investment for our city.

Tom Copley AM: I think the figures are at the moment that the average is, per year, £700 million that London gets for affordable housing. Was it £4.9 billion or £4.7 billion a year that we actually need, according to the research that you did with the G15?

Sadiq Khan (Mayor of London): Absolutely. We receive from this Government less than half the monies we received from the Labour Government between 2009 and 2010. According to independent analyses and experts - I know they do not like expert advice - we would need seven times what we currently receive to meet the needs of our city. If they were sincere about meeting London's housing needs, they would be lobbying the Government to get this funding.

By the way, by remarkable coincidence, the amount of money we need to build the homes Londoners need is the same amount of money this Government is wasting on no-deal preparations because of the consequences of the awful way it has negotiated with the EU.

Tom Copley AM: Thank you, Mr Mayor.

Jennette Arnold OBE AM (Chair): Thank you. Are there any other questions about housing needs? No.

2019/19903 - Implications of EU Exit on Policing and Security

[Unmesh Desai AM](#)

Does a no-Deal Brexit risk making Londoners less safe?

Sadiq Khan (Mayor of London): Chair, a no-deal Brexit risks the safety and security of our citizens by removing access to vital intelligence from European partners and our ability to bring offenders to justice. The default no-deal position which we will have while we negotiate new processes is grossly inadequate. The costs of no deal are mounting even before no deal has happened. If it does, it has been estimated that police forces will be expected to pay up to £22 million to cover the impact. This money would have been better spent on front line policing.

I am increasingly concerned that this Government is pursuing its ruinous no-deal Brexit at any cost. There are reports from an unnamed source at No 10 that, and I quote,

"Defence and security co-operation will inevitably be affected if the EU tries to keep Britain in against the will of its Government."

Effectively holding these vital issues as a bargaining chip is outrageous. It shows the Government is willing to jeopardise the security of our citizens to drive through its agenda.

One of the many policing and security benefits of working with the EU has been cross-border co-operation, improving the safety of Londoners. National policing experts have already warned that losing access to the European Arrest Warrant and Europol would make it harder to keep track of terrorists and serious organised criminals.

Unmesh Desai AM: Thank you, Mr Mayor. You said earlier this morning that – and I agree with you – there is a link between Brexit and policing. On Tuesday, Sir Stephen House [QPM], the Deputy Commissioner [of Police of the Metropolis], gave us examples of how Brexit, particularly a Brexit not planned for, would actually affect policing in a very practical sense. We do know that dangerous offenders do cross borders. In crimes such as modern-day slavery, indecent images of children and counter-terrorism operations, organised criminal networks operate across the globe. The MPS works with the National Crime Agency and bodies such as Europol as part of these investigations. In fact, Assistant Commissioner Neil Basu [Senior National Co-ordinator for Counter-terrorism Policing] said that a no-deal Brexit would “create an immediate risk that people could come to this country who were serious offenders, either wanted”, or people who we do not know about. Can you tell us, how concerned are you that serious criminals will actually seek to capitalise on the no-deal Brexit? Do you agree with Assistant Commissioner Neil Basu that there will be some damage to safety? I quote him again, “I can’t put a scale on the damage to our safety”.

Sadiq Khan (Mayor of London): Absolutely. Some Members of this Assembly claim to be pro-police yet ignore the police when they give advice about the consequences of a policy they are pursuing. Let us be clear. Expert police officers have advised the Government that following this scenario, leaving the EU without a deal would mean some of the tools they need to keep us safe they will not have. What has been the response from the Conservatives? Ignore the advice from the police and continue down the road of a no-deal Brexit. You have heard from the Deputy Commissioner. You have heard from the Head of Counter-Terrorism. If you listen to the National Crime Agency, if you listen to most senior police officers who know how this stuff works, they will tell you that we will be less safe and less secure if we have a no-deal Brexit. Any alternatives will be much clunkier and will be more expensive and will lead to more delays.

Unmesh Desai AM: I was going to ask you a question about the article in *The Spectator* but you already referred to it. Don’t you think it is, quite frankly, irresponsible to use language such as in that article that, “Everything to do with ‘duty of sincere co-operation’ will be in the toilet”? This is actually what the article says about what is the threat, that we use national security as a bargaining chip in the negotiations with the EU.

Sadiq Khan (Mayor of London): We now know this Government is willing to use EU citizens as bargaining chips but also willing to play fast and loose with our security and use security as a bargaining chip. It demonstrates how shameless these people are.

Unmesh Desai AM: Of course, this article is in *The Spectator*, not *The New Statesman*.

Sadiq Khan (Mayor of London): Indeed.

Jennette Arnold OBE AM (Chair): OK. Thank you. Sorry, Assembly Member Hall.

Susan Hall AM: You nearly forgot me there, Madam Chairman.

Mr Mayor, Jean-Claude Juncker [President, European Commission], who you have been quite sycophantic towards in the last few months, has just Tweeted,

“Where there is a will, there is a deal - we have one! It’s a fair and balanced agreement for the EU and the UK.”

Can I ask you, as there is a deal, and as you have been going on and on for more time than I would care to think about about there not being a deal, will you encourage all your colleagues to actually support it so that we can start, if nowhere else, in this chamber talking about London, which is what we are here to do?

Sadiq Khan (Mayor of London): Chair, can I just say I welcome this question from the Assembly Member?

Susan Hall AM: Good. Can you answer it?

Sadiq Khan (Mayor of London): It demonstrates a breath-taking ignorance of the way EU negotiations work. The idea that without seeing a deal we would ask Members of Parliament (MPs) to sign up to a deal and vote for it shows how people’s ideological views are clouding their judgment in relation to the issue, which will have consequences not just for this generation but generations to come. I find it breath-taking that –

Susan Hall AM: Or, Mr Mayor, have lately decided that whatever –

Jennette Arnold OBE AM (Chair): Assembly Member Hall, please.

Susan Hall AM: I am asking a question.

Jennette Arnold OBE AM (Chair): No. Can we just get an answer from the Mayor to your question?

Susan Hall AM: It is just another rant about the Government.

Jennette Arnold OBE AM (Chair): No. I am sorry. The Mayor is entitled to be heard. Can I ask the Mayor to continue?

Sadiq Khan (Mayor of London): What I ask all MPs to do is look at the merits of a deal and then decide on its merits whether you should support it, and then put that deal to the British public to let them have the final say. “Do you accept the terms of Brexit as the deal sets out, with the option of remaining in the EU?”

Susan Hall AM: Mr Mayor, if only any of us knew where Labour actually stood over Brexit, because you are all over the place. I was just merely saying it looks like there is a deal, which we should applaud, and I was rather hoping that you would be saying today that you would be positive about that. After all, where would London be with a no-deal Brexit? Come what may, we will have a Brexit. Thank you, Madam Chairman.

Sadiq Khan (Mayor of London): Chair, is there a question there?

Jennette Arnold OBE AM (Chair): Of course not. Of course not. Of course not. Assembly Member Cooper.

Léonie Cooper AM: Mr Mayor, do you agree that it is absolutely ridiculous for Assembly Members who have been in this room since 10am this morning, and while a deal has apparently been announced as having been a negotiation for the EU 27, to suggest that we could advise anybody on how to vote on it when we cannot possibly have read it because we have been here the entire time?

Sadiq Khan (Mayor of London): Many of us have been paying attention to Mayor's Question Time. Some could not be bothered to stay for the entire duration and have gone off to do something else, and others are looking at their phones. I have focused on answering your questions because it is a really important way for you to hold me to account.

Léonie Cooper AM: Thank you very much for that respectful answer.

Jennette Arnold OBE AM (Chair): OK. Thank you. I am aware that Members are so multi-skilled that maybe it is possible to do many things.

Léonie Cooper AM: An entire treaty. Amazing.

Jennette Arnold OBE AM (Chair): Assembly Member Kurten.

David Kurten AM: Mr Mayor, for once I do see some sense in what you are saying.

Sadiq Khan (Mayor of London): It has happened before. Come on. It has happened before.

David Kurten AM: Any new treaty, which is what this is - it is not just a deal, it is going to be a treaty - needs to be carefully scrutinised over many hours, perhaps many days, in order to understand all the full implications of what the treaty says. If it continues to lock the UK into a single market, into a customs union, into a new fisheries policy, into obeying all the directives and regulations and rulings of the European Commission and European Court of Justice, that would not be leaving in full. If that is the case, we should just simply leave with no deal on World Trade Organisation (WTO) terms. Isn't that the right thing to do?

Sadiq Khan (Mayor of London): Clearly, no, but actually the question is useful because it demonstrates that there are different interpretations of what a good exit is, and that is why it is really important to have grown-up, sensible discussions, rather than people hysterically shouting. What I am in favour of is having that mature debate, and I think Parliament and parliamentarians should have that mature debate, reach a resolution on what they think are the best terms of exit if they agree to do one, and then trust the British public. We are intelligent enough to reach a view. Now that we know - not in abstract terms but in real terms - the terms of exit, let us choose whether to embark down that route with the option of remaining in the EU.

David Kurten AM: I do trust the decision of the public taken on 23 June 2016.

Jennette Arnold OBE AM (Chair): Is there anyone else? No. Thank you.

2019/19919 - Operation Yellowhammer

Andrew Dismore AM

Now the Operation Yellowhammer document has been made fully public, what is your assessment of the stress to London's economic, community and civil resilience from the UK leaving the EU without a deal?

Sadiq Khan (Mayor of London): Thank you, Chair. Since the prospect of leaving the EU without a deal threatened over a year ago, City Hall and the London Resilience Forum have been planning for the event of a no-deal Brexit, but this has been seriously hindered by the Government's unwillingness to share information. Yellowhammer was released only as a result of a leak. It makes for grim reading in itself but there is still a lot of information the Government will not share. We do not have any of the detail underlying the planning assumptions and we do not know what plans the Government has to mitigate the problems it has identified.

In this culture of secrecy, agencies have spoken out publicly. Last week the Chair of the British Medical Council said that there is no sign of who is going to provide emergency transport services for critical medicines and medical supplies or extra freight capacity to guarantee patients can continue to get drugs they need in the event of no deal. Numerous reports illustrate how no deal will particularly affect the vulnerable with price rises in essential goods pushing more people into poverty. We have asked for assurances that the Government will provide hardship funds but none has been forthcoming.

Last month I met Michael Gove [Chancellor of the Duchy of Lancaster] to try to unlock this issue. He committed to help and the restrictions placed on some key planning documents have now been loosened. This is welcome, but with 14 days to go we desperately need more information from the Government.

Despite these difficulties, we continue to plan as well as we can. Last week I convened a Mayoral Advisory Group bringing together key agencies to discuss the potential impacts of a no-deal Brexit on London and, from Monday, we will have the Strategic Co-ordination Groups meeting twice a week with the option of scaling these up to daily if required.

Andrew Dismore AM: Thank you for that. Would you agree, therefore, that the Operation Yellowhammer document is remarkable for what it does not cover? Do you consider that it provides enough information for Local Resilience Forums to make contingency plans, bearing in mind that there are other ornithologically named Government papers about no deal that have been kept secret? Operation Kingfisher about the impact on business was recently leaked to *The Sunday Times* and states that only businesses for which distress or loss of investment would be economically critical would be given extra support so that only the largest businesses will be eligible for Government help. According to an internal Cabinet Office report last month, only 37% of small and medium enterprises (SMEs) have made sufficient or in some cases any preparations for a no-deal Brexit. Should this Operation Kingfisher paper also be published?

Sadiq Khan (Mayor of London): Absolutely. Look, let us park for a second the difference in views between the Government and me in relation to the merits and demerits of Brexit. You can park that. The key thing is to make sure we are as ready as we can be for the possible consequences. What I have said to the Government through Michael Gove is that there needs to be a spirit of co-operation in relation to making sure the key agencies can prepare as well as they can do - and that includes businesses in relation to fresh produce - to make sure we mitigate against any possible consequences. That is why it is really important for them to share the information with us.

Andrew Dismore AM: Then there is the Operation Snow Bunting paper about the police response, also not published, and Ministers are reported to have voiced concerns that overstretched police officers from the cities will be sent to help with transport problems affecting the Channel ports. One Cabinet source is reported as saying, "I cannot believe we are planning to take officers off the street at a time of rising knife crime". There are also plans to deploy police in and around supermarkets for fear of panic-buying for food causing chaos. Then, as has been mentioned, on Tuesday we heard from Deputy Commissioner Sir Stephen House [QPM] who confirmed at the Police and Crime Committee (PCC) that key crimefighting tools would be lost and their replacements would not be as effective. He explained in detail why we will be less safe as a result.

Sadiq Khan (Mayor of London): Clearly, somebody in Government is a keen birdwatcher. We have Yellowhammer, Kingfisher, Snow Bunting and Black Swan.

Let us assume for a second that there are operational sensitivities why this information cannot be released to the public. They should at least be shared with the agencies, the police and the authorities, but they have not been. The problem is the Government is working in silos and sometimes some departments do not know what other departments know.

I want to say to the Government, look, like I said, park the differences we have and let us try to work together to make sure we address some of the concerns you have articulated. By the way, these are from the leaks and so we know the Government has made underlying planning assumptions. Work with us to make sure we can do what we can to mitigate the worst excesses of a no-deal Brexit.

Andrew Dismore AM: The other secret paper we know about is Operation Black Swan, apparently setting out the worst-case scenario about events that could come as a surprise and could have huge repercussions. Is this the most important of all and should it be published? If there is a second referendum - which, like you, I hope there is - should the public have the full picture, including what is contained in all these and any other ornithologically named documents?

Sadiq Khan (Mayor of London): Absolutely. What the public should be given is all the facts and all the information. We now know not in abstract terms what leaving the EU would mean but actually what it means in reality. Now that we know what leaving the EU means, the terms of exit and the consequences, we can decide to accept that path or we can decide to remain in the EU, imperfect as it is.

Andrew Dismore AM: Thank you.

2019/19790 - Central Line CCTV

[Shaun Bailey AM](#)

Can you provide more information on the timetable for the rollout of CCTV on the Central line?

Sadiq Khan (Mayor of London): Thank you, Chair. It has been clear for many years since before I became Mayor that the Central line needs CCTV to help ensure the safety and security of passengers. Crime on the Central line is not new. When I first became Mayor in 2016, I was disappointed that there were no concrete plans in place for CCTV on the Central line, but now Transport for London (TfL) is doing everything possible to get CCTV cameras up and running on the Central line as soon as possible. As part of TfL's £380 million Central

line improvement programme, we have firm plans in place to install CCTV on all Central line trains as well as to make other improvements to ensure the trains are safer, more reliable and wheelchair accessible.

Unfortunately, the existing train systems are unable to provide the additional power or lighting required for CCTV cameras. The existing lighting on trains is also likely to be insufficient to provide images admissible in evidence. The new Central line CCTV system is integrated with the new train computers. All major contracts are in place and the first CCTV-equipped trains will be in operation on the Central line from next year.

The Central line is London's second busiest line. It is also the longest line. Given the lack of investment or plans from the previous Mayor and given the scale and complexity of the improvements and the need to keep trains in service, it is not possible for this to be delivered any faster than it is.

At the same time as delivering CCTV, we are also working on other things to make the Central line as safe as possible. As we know, the most effective interventions adopt a combination of different approaches. The Central line is a priority for the British Transport Police (BTP) and it is the most heavily patrolled line on the network. Notwithstanding massive central Government cuts, there are 3,000 police and community support officers dedicated to policing the transfer network, with specialist operations taking place to target areas with the highest volumes of reports. The police are using all the tools at their disposal to investigate certain offences, including over 12,000 station CCTV cameras, Oyster card data and witness statements to support investigations. Through major campaigns like Report It to Stop It, TfL is putting an unprecedented focus on tackling unwanted sexual behaviour on London's public transport and is encouraging thousands more victims to come forward and report offences with over 1,000 arrests being made since the campaign began.

TfL and the police will continue to bring those committing crimes to justice and tackle issues like violence and sexual harassment until they have eradicated them from transport for good. Every Londoner or visitor should feel safe and confident to travel on London's public transport network and I will keep doing what I can to make this possible.

Shaun Bailey AM: Thank you, Mr Mayor. Could you give us some more detail on the rollout of these cameras? When will the project be finished?

Sadiq Khan (Mayor of London): They begin operation next year. All of the CCTV on the Central line will be completed by the end of the contract period, which is 2023.

Shaun Bailey AM: Given the fact that we have known for a while that offenders deliberately focus on the Central line because it has no CCTV, are you happy that it is going to take four years before this project is finished?

Sadiq Khan (Mayor of London): No, I am really angry with the previous Mayor. The inheritance I had was awful: no plans in place, no procurement plans in place, no contracts in place. The legacy was awful. He also sacrificed our operating grant.

In the context of having no plans in place, we have gone from a standing start position. We have found the money to make sure this happens and we are going as fast as we possibly can. At the same time, we are doing all the other things that I have said we are doing to make sure we can keep public transport as safe as we can.

Shaun Bailey AM: Be that as it may, you have been Mayor for three years and you have waited until this point to start. You could have started much earlier. Again, are you a bit disappointed that we are going to have to wait till 2023? If we go at our current rate, thousands of women will be sexually assaulted in that time. Are you happy that you have done everything to make sure that this will be delivered as quickly as possible?

Sadiq Khan (Mayor of London): No, it could have been much faster had I inherited some plans. These sorts of contracts need to be procured, they have to be designed, there has to be specification and there has to be the work undertaken to make sure we get the power and the operations working properly. Had the previous Mayor had plans in place, we could have made sure these were brought in much sooner. Because there were no plans, even though, as I said, we have known for some time that there is no CCTV on the Central line, we have had to from a standing start do this.

I have checked with TfL. We are going as fast as we can. Clearly, there are processes in place in relation to procurement but also to make sure the power and operations are ready for the CCTV that we need.

We have also looked at, at my request, whether it is possible to retrofit on the current trains. It is not. The power is insufficient. The light is inadequate. I was appalled that the previous Mayor did nothing about this and we now know we are going as fast as we can. I have double-checked that we are.

If we were to use other alternatives, it would take a bit longer. There are two things: of course value for money, but more important than that is the safety of commuters. We have made sure there are other things taking place. You will remember the previous Mayor closed ticket offices on the Tube. Due to my review, they stayed open but we employed more staff on the Underground as well. You will also beware that because of the Night Tube I had 100 more offices on the Underground.

I am confident we are doing what we can, but I am always happy to listen to ideas – even from backbenchers – in relation to how we can improve the Underground.

Shaun Bailey AM: Can I just talk about timing? When did you start to look at putting CCTV on the Central line?

Sadiq Khan (Mayor of London): TfL has been looking at plans on a rolling basis. There are two lines without CCTV --

Shaun Bailey AM: When? If they have been looking at them on a rolling basis, was it prior to your arrival – because then your first statement is incorrect – or was it since your arrival? Have you insisted that they look at plans for CCTV?

Sadiq Khan (Mayor of London): I have always been conscious about safety. If you go to my manifesto, you will see where I talk about safety in my manifesto. It is a big concern that I have.

In relation to specific procurement plans, they can only happen when I have the deals in front of me. That can only happen when I am the Mayor of London. When I have become Mayor, I have seen the plans we have for a whole host of safety issues, not just on the Underground but on our buses, on our trams, on the Overground --

Shaun Bailey AM: I accept that. I am talking in this specific case. You said there was a lack of plans. I am just asking when you started looking at plans. When did your office direct TfL to make specific plans?

Sadiq Khan (Mayor of London): As soon as I became Mayor, we started looking at safety issues. One of the things that I did before the Night Tube began, for example, was to make sure we had plans for policing on the Night Tube --

Shaun Bailey AM: Sorry, Mr Mayor. Sorry to interrupt you. When were you looking at plans specifically for the Central line?

Sadiq Khan (Mayor of London): TfL has been working on these plans since I became Mayor. We are going as fast as we can. The first Central line trains will have CCTV next year. I have checked with TfL. That is as fast as they can possibly go. I have also checked with TfL if it is possible to retrofit CCTV on the current Tube trains we have. The answer is no.

Shaun Bailey AM: It has taken three years to get to the point of doing anything and we are going to need to wait another four years before it is completed?

Sadiq Khan (Mayor of London): If you think the only way to provide safety is CCTV, that is the wrong way to go about it. It is a combination of measures and so --

Shaun Bailey AM: Not at all. I am speaking specifically about the CCTV. I am not saying that that is the only thing, but I am just saying. You said that there were no plans previously. I am just asking why it has taken three years to get to the beginning of doing anything. That is all.

Sadiq Khan (Mayor of London): I beg your pardon, Chair. I thought the Assembly Member was aware of the deep-lines investment. I am happy to send him a note. The deep-lines investment is on four lines: on Central, on Piccadilly, on Bakerloo and on Waterloo and City. I thought he had had the briefing. I am sorry, Chair. I will make sure that backbenchers are properly informed of investment in the Underground.

Shaun Bailey AM: Mr Mayor, let us be clear. We are not talking about the deep lines. We are talking about the Central line. We are not talking about that investment programme. We are talking about specifically when you started looking at plans to put CCTV on the Central line.

Sadiq Khan (Mayor of London): Chair, I think we are talking at cross purposes. If I can explain, the Central line is part of the deep Tube programme. It is quite deep and so when you look at --

Shaun Bailey AM: I know that, Mr Mayor. I know that. I am trying to focus specifically on the safety of the Central line and those particular CCTV cameras. I just asked you a simple question. When did you ask for that particular piece of work to start? That is all.

Sadiq Khan (Mayor of London): If I could explain this, it is a bit more complicated than this Assembly Member realises.

Shaun Bailey AM: It is not.

Sadiq Khan (Mayor of London): It is part of a package of measures that take place. You do not procure for just one thing. You procure for a number of things and part of that procurement process is specification. As part of the spec for the Central line, we said we want CCTV. What you do not do is *à la carte* when it comes to massive investment in public transport. Safety is a big issue for us, which is why at the same time we are investing in more police officers. We are investing in the BTP. We are investing in new ways to report it to stop it. I was one of the first people who joined the campaign by Gina Martin [feminist campaigner] to outlaw upskirting, which is a big issue for women and girls on the Underground.

I am really sorry if the Member thinks the only tool in the toolkit is CCTV. It is an important part of it, which is why I have been so frustrated that no action was taken - no action at all - by the previous Mayor. The good news is that this Mayor takes public safety seriously and so action is being taken.

Shaun Bailey AM: Moving on, you talked about the Report It to Stop It campaign. Can you commit to giving the Report It to Stop It campaign permanent ad space across the network?

Sadiq Khan (Mayor of London): We are doing more than that, Chair. We are doing more than that. Again, I am surprised. What we are doing is we are promoting the campaign on social media. We are promoting it on video on demand. We are promoting it on digital radio. We have a partnership with *Stylist* magazine. The campaign is far more sophisticated than the Assembly Member realises.

What it has led to, I am really pleased to say, is more confidence in reporting it. It is horrific that we are now seeing more examples of some of the incidents people suffer, but what that leads me to believe is there is more confidence in the reporting system. More reporting does lead to more stopping. Going back to upskirting, we have had four convictions already, Chair, in relation to this new offence of upskirting. Our methods are working to make sure people are more aware about Report It to Stop It.

I am also always happy, Chair, to listen to ideas from backbenchers and others in relation how we can make public transport even more safe.

Shaun Bailey AM: When did I become a backbencher? Thank you for that.

Sadiq Khan (Mayor of London): Sorry, Chair. Was that a question? If it was a question, I am really happy to answer it.

Jennette Arnold OBE AM (Chair): No, it is not.

Sadiq Khan (Mayor of London): Are you sure?

Jennette Arnold OBE AM (Chair): Yes.

Sadiq Khan (Mayor of London): We could have some fun.

Jennette Arnold OBE AM (Chair): Do you have another question, Assembly Member Bailey?

Shaun Bailey AM: In view of the fact that crime across the network is up 43% under your tenure, what else are you doing particularly to pursue not only sexual assaults but all other crimes across the network?

Sadiq Khan (Mayor of London): Yes, I have been concerned by the increase in crime on public transport across the country. The latest figures that we have seen across the national British railways show a 52% increase in drug possession --

Shaun Bailey AM: Sorry, Mr Mayor. Can I ask you to concentrate on London? You are the Mayor of London.

Sadiq Khan (Mayor of London): Chair, the question is about what else we are doing. I was leading to some of the examples we are learning from other parts of the country. If the Assembly Member wants to let me finish, I can address his question, with your permission.

Jennette Arnold OBE AM (Chair): OK. You have the time, Mr Mayor.

Sadiq Khan (Mayor of London): All right. What the national figures tell us is that we have seen a massive increase across the country in relation to crime and public transport, a 36% increase in theft and a 52% increase in drug possession on Britain's railways. What we are doing is learning lessons from across the country.

Also, as he will be aware, the BTP police the entire country and so we contribute towards the BTP and we are working with them to police around transport hubs. We have noticed that young people gather around transport hubs and we have seen violent crime around transport hubs. We are working with the MPS and the Violent Crime Task Force and other police operations focused around transport hubs. We are working with the BTP. You will be aware, for example, that this morning, due to the swift response of the BTP, protesters breaking the law were taken off the DLR train. It is a teamwork effort.

In my first answer, I gave an example of the combination of measures we are taking from extra policing to making sure we have reversed the cuts made by the previous Mayor, closing ticket offices, but I am always happy to hear ideas from all Londoners, backbenchers or others.

Jennette Arnold OBE AM (Chair): Assembly Member Bailey, do you have another question?

Shaun Bailey AM: Thank you, Chair. I am finished.

Jennette Arnold OBE AM (Chair): OK. Assembly Member Prince?

Keith Prince AM: Just a point of clarification, please, Mr Mayor. Earlier, you mentioned about the time it was taking to do the contracts and so on and you said that because of the power supply and so on it was not possible to retrofit cameras. Were you referring to the Central line when you said that?

Sadiq Khan (Mayor of London): Yes.

Keith Prince AM: Did you not say a few minutes ago that the first set of cameras is going on the Central line in the next few months?

Sadiq Khan (Mayor of London): The question that was posed was: why can you not roll out CCTV earlier on the existing trains? The answer is that the CCTV is being delivered as part of an integrated programme and is dependent on other new systems for power and operation. Unfortunately, the existing train systems are unable to provide the additional power required for CCTV.

Keith Prince AM: Yes, but then you said that you are going to fit them. You cannot not retrofit and then retrofit. I am just confused because you just said --

Sadiq Khan (Mayor of London): Let me try to address your confusion. As part of the Deep Tube [Upgrade] Programme there are four different lines: Central, Piccadilly, Bakerloo, and Waterloo and City. That is the process that is taking place. As part of the Central line programme, we will make sure that there is sufficient power and operations to power the CCTV --

Keith Prince AM: What you were saying was that you can retrofit but you need to increase the power supply before you can do it. Is that what you were saying?

Sadiq Khan (Mayor of London): What I am saying is that the CCTV will happen as part of an integrated programme that will lead to power and operations to power the CCTV and this is part of the Deep Tube programme that I mentioned.

Keith Prince AM: I am going to leave it there, actually. Thank you.

2019/19793 - Met Police

[Steve O'Connell AM](#)

Are you satisfied that the Met is fit for purpose?

Sadiq Khan (Mayor of London): Our police officers do an incredible job under extremely difficult circumstances and I want to take this opportunity to thank them all once again for what they do for our city. As Mayor, the safety of Londoners is my top priority and I will continue to back the MPS, which is overstretched and under-resourced, so that it gets the investment and support it desperately needs from the Government.

This is more important now than ever before because crime has been rising across the country, including here in London. There has been an unprecedented shift in the threat of terrorism with London suffering four deadly attacks and more being thwarted; I am told 22 in the UK since March 2017. There has been an increase in protests and disorder with more people taking to the streets on a range of issues from climate change to Brexit. Demand is rising due to the increased complexity of crime and the systemic cuts to youth services and preventative measures.

As I have stressed many times before, our brave and dedicated officers are being asked to do more and more with less and less. Of course, the new police funding announced for 2020 and 2021 by the Home Office is welcome, but this must be seen in the context of the last decade of brutal cuts to funding, which has caused so much damage, and the delay there will be in recruiting new inexperienced officers. Against this extremely difficult background, the MPS is doing all it can to keep Londoners safe.

This view is shared by Her Majesty's Inspectorate of Constabulary (HMIC). In terms of efficiency and legitimacy, the force was judged as good overall and, while it requires improvement in effectiveness, the MPS's performance is moving in the right direction. There is always room for improvement and the Commissioner [of Police of the Metropolis] and I agree that the MPS must continue to get better and learn from any mistakes that are being made.

Steve O'Connell AM: Thank you very much, Mr Mayor. I hope you agree with me. I personally believe that the MPS is the greatest police service, being an old-school police force, in the world.

Sadiq Khan (Mayor of London): Thank you for saying that.

Steve O'Connell AM: It is served by thousands of fine men and women. However, Mr Mayor, do you think that the MPS's reputation has been damaged by the botched investigation, Operation Midland?

Sadiq Khan (Mayor of London): It is upsetting to say so but it has. It is because we care so much about the police service. That is why it is upsetting to say that.

What we know is that serious errors were made. Serious mistakes were made. Unfortunately, that has an impact on our reputation as a police service. That is why I was really pleased by the Commissioner's response in welcoming the HMIC looking at what further lessons can be learned because we want to reassure people that the MPS is a learning organisation and will learn its lessons.

Steve O'Connell AM: Thank you. Mr Mayor, you are very keen to take invasive interest in, as we have heard earlier, the MPS's quite proper interest in the applying of section 14. You appear not during your tenure to have shown any great interest in the subject that we are talking about now, Operation Midland and the MPS's handling. Why is that?

Sadiq Khan (Mayor of London): Operation Midland, Chair, began in 2014.

Steve O'Connell AM: Indeed.

Sadiq Khan (Mayor of London): I became Mayor in May 2016. Operation Midland ended in March 2016. I became Mayor in May 2016. As I have said and as the Mayor at the time said, it was the right thing to commission an independent inquiry by Sir Richard Henriques. The Henriques Report says that serious errors were made.

I have been quite clear. It is important that the MPS learns from the investigation and that victims of rape and sexual assault feel confident to come forward report crimes and that all allegations are treated seriously by the MPS. One of the reasons why I welcome HMIC looking at what future lessons can be learned is because I am keen to make sure we learn the lessons going forward.

Steve O'Connell AM: The Home Secretary has asked for further investigation into the outcomes of the Henriques Report. Do you support that?

Sadiq Khan (Mayor of London): What she has asked for is for future lessons to be learned, which I support, absolutely.

Steve O'Connell AM: OK, Mr Mayor. That is fine. We have a Plenary meeting in a couple of weeks. I may continue the conversation then with you. Thank you very much.

Jennette Arnold OBE AM (Chair): Assembly Member Hall?

Susan Hall AM: Operation Midland is very concerning for us – for once, Mr Mayor, we seem to agree on something – but what are you going to do to ensure that [Field Marshal] Lord Bramall and his family, Lady [Diana] Brittan and Mr [Harvey] Proctor [former Member of Parliament] can get justice in this case? It was an incompetent and disgraceful inquiry. Are you going to hold the police to account for this and to support Sir Richard Henriques's call for a new criminal investigation?

Sadiq Khan (Mayor of London): The Commissioner [of Police of the Metropolis] has been quite clear in relation to a number of the issues. Let me try to deal with each in turn.

In one of those cases, there is civil action being pursued in relation to Mr Proctor. As I understand it, the MPS lawyers and the Commissioner are in touch with Mr Proctor and so we should not talk about that particular case.

In relation to any further investigations, what the Home Secretary has asked HMIC to do, which the Commissioner and I fully support, is to look at future lessons being learned. As I understand it, neither the Home Secretary nor the current Commissioner has asked for a new criminal investigation. I appreciate that Lady Bramall may have, according to your question. I had not seen that, but I am quite clear in relation to what we have had. We have had the Henriques Report. We have had the publication of Operation Midland. We have had the Independent Police Complaints Commission (IPCC) and the Independent Office for Police Conduct (IOPC) looking into this. We have had the MPS and the national policing practice looked at by the roundtable approach with the National Police Chiefs' Council (NPCC), the Crown Prosecution Service (CPS) and the College of Policing. All the recommendations for the MPS have been implemented and there is now going to be a HMIC report looking at future lessons learned.

If there are any other issues that the Assembly Member thinks that the Commissioner should be looking into, then of course she can write to me or the Commissioner for us to pursue those.

I am quite clear that the HMIC is the right way to proceed because we have already had the investigation in relation to what happened and what went wrong. As I have accepted – as indeed has the Commissioner – serious mistakes were made and serious errors were made. It is important that we learn those lessons.

Susan Hall AM: You see, you have made much of getting a Victims' Commissioner around. If you look at these poor people who were wrongly accused, if anybody needed a Victims' Commissioner, they do. Surely you should be pushing for more investigation on this.

When we have the policing Plenary, we are going to be asking very strong questions on this, but you are the leader of London, or you are supposed to be, as Mayor. There is a situation here that really needs to be dug into further. Do you not think it would look better for you to be saying that we need to look at this? Are the right people asking the questions or are people marking their own homework?

Sadiq Khan (Mayor of London): Chair, that is a criticism of the IPCC and a criticism of the IOPC, which have done an exhaustive investigation. It is also a criticism of Judge Henriques. I am quite clear in relation to the purview of my powers and I have seen the recommendations made by Judge Henriques. I have also seen that the police have published, in as open a manner as they can, Operation Midland and all that comes from that. I agree with the Home Secretary and the Commissioner. We agree that the HMIC should be looking at what future lessons can be learned.

If it is the case that the Assembly Member is criticising the IPCC, the IOPC and Judge Henriques, that is for her to do so and she can do it at the Plenary. I am not doing so.

Susan Hall AM: I am actually questioning -- They were supposed to be looking into five officers and four of them they did not even interview, but that is a separate thing.

My issue is this. You are happy to go on about Brexit. You are happy endlessly to criticise the Government. This is something that has happened through the MPS. This is not right. We have to hold our police to account. That is our job and it is your job. I am very concerned that we have some real victims here and they deserve justice, not just lessons learned. Thank you, Madam Chair.

Jennette Arnold OBE AM (Chair): There was not a question there. It was just a use of their Party's time.

Susan Hall AM: I would have thought that we are allowed to use our time.

Jennette Arnold OBE AM (Chair): There was not a question. I will move on.

2019/19589 - Safer junctions for cyclists

[Caroline Pidgeon MBE AM](#)

Are all junctions undergoing works by TfL compatible with your Vision Zero standard?

Sadiq Khan (Mayor of London): Thank you, Chair. Vision Zero is not a standard for designing a junction. Instead, it is my commitment that deaths and serious injuries will not be tolerated on our transport network. It is an utter tragedy that 103 people have lost their lives so far this year on the roads, including four people just last week. TfL and I are continuing to do everything possible to eliminate deaths and serious injuries from London's transport network.

Early next year, 20-mile-per-hour speed limits will be brought into effect on TfL roads in central London and, soon after, enforcement of our world-leading Direct Vision Standard will begin. This will be on top of the tripling of safe space for cycling by next spring compared to the eight years of the previous administration, 900 buses with intelligent speed assistance, and 31 safer junctions that have been delivered so far.

Over 70% of all the collisions in London occur at a junction. My Safer Junctions Programme is taking an evidence-based approach, targeting the 73 junctions on the TfL road network where the greatest numbers of people have been killed or injured while walking, cycling or riding motorcycles. TfL are addressing specific safety risks at each junction but also creating a more pleasant and safe environment for walking and cycling. There has been an average reduction in collisions of nearly 30% across the safer junctions delivered so far.

Other junctions outside this programme, such as the Old Street roundabout, which is currently under construction, also contribute to road danger reduction by separating people walking and cycling from traffic. TfL designers consider a wide range of guidance when developing junction schemes, including the Healthy Streets check, the London Cycling Design Standards and Department for Transport (DfT) design guidance. For example, all projects undergo formal road safety audits at each stage of design and construction.

TfL is of course looking at what more it can do to reduce danger on our roads. This includes looking at where the perception of road danger is highest and bringing forward more holistic schemes to tackle some of the most high-risk parts of our road network.

Caroline Pidgeon MBE AM: Thank you very much. I welcome the initiatives you have outlined there and your Vision Zero objective: by 2041 all deaths and serious injuries should be eliminated from our transport network.

However, are TfL's actions really meeting this objective? I have here a 3,000-signature petition signed by the London Cycling Campaign (LCC) and handed to myself and other Assembly Members today expressing concerns about a number of recently changed junctions, junctions that have received serious investment from TfL, authorised by you. Do you really believe that every junction that TfL has recently invested in is meeting the standards and your ambition for Vision Zero and are fit for purpose?

Sadiq Khan (Mayor of London): Can I say, Chair, and put on record? You have been extremely helpful in us reaching better standards. I am really happy to get my team to speak with you and the LCC. The LCC has been fantastic as well.

If you are concerned about particular junctions, you have been really helpful in the past. Please work with the team. I am happy for you to sit down with the team. There is a real can-do attitude there. If there is any criticism about junctions that have just been installed, let us know, but genuinely we are working incredibly hard and taking all advice from everyone to make sure that junctions are safe.

Each junction is different. That is what I would say. You cannot have a checklist approach. Continue to work with us. I am more than happy, Chair, to organise a meeting as soon as possible if there are particular junctions you are concerned about to make sure we sort them out before they are changed.

Caroline Pidgeon MBE AM: The LCC highlights some of the recent improvements at junctions funded by TfL. They do not believe they are safe. TfL's latest improved junctions include sites where we have seen recent fatal and serious collisions. Ludgate Circus has recently seen a fatality and a serious injury. The junction at Camberwell New Road and Brixton Road has also seen a serious injury.

Do you accept that junction standards by TfL need to be further improved and to get this right the first time; otherwise, you are going to face expensive retrospective investment?

Sadiq Khan (Mayor of London): That should not be happening because, as I have said, we have seen a huge reduction in incidences where we have had the work done. There were 73 junctions earmarked for improvements, 31 are now completed and 43 are at the design and construction stage. As I said, at the design and construction phase, there are lots of road safety audits taking place in relation to those. There may be some that are not perfect, but they have led to massive improvements.

If it is the case that the LCC – which is fantastic on this stuff – or the Assembly Member have concerns, speak to us. Some of the time it is balancing different vulnerable road users. It is not one against the other, but sometimes pedestrians take priority over cyclists and take priority over powered two-wheeled mopeds and motorcycles. We are keen to make sure we get it right.

I will just say this. A lot of the roads are not our roads and so it is about working with the councils. There are 210 schemes that are not ours but are councils' and it is about meeting the councils' concerns, objections and views as well. It is a difficult exercise but we want to get it right and so I am more than happy to address any concerns there may be.

Caroline Pidgeon MBE AM: Thank you. This is all about saving lives and preventing serious injuries.

Sadiq Khan (Mayor of London): Absolutely.

Caroline Pidgeon MBE AM: You have raised there the issue of London boroughs. Will you review some of the Local Implementation Plan (LIP) payments to boroughs if their plans fall short of your Vision Zero safety standards?

Sadiq Khan (Mayor of London): We will and the Assembly Member will know that we did so in relation to cycleways. If you remember the concern, a concern that you had and others, including the LCC, had was questioning the quality of cycle schemes that are funded. With the excellent work of Will Norman [Mayor of London's Walking & Cycling Commissioner] we now have clear criteria for schemes we will fund. Similarly, if it is the case that any funding we give through LIP money or other money from TfL is going to a borough scheme that does not meet the safety standards we want, of course we are not going to fund those. Again, if there is information that you have, please work with us to make sure we get that right.

I hope boroughs want to do the right thing. You will know there are some boroughs that are an absolute nightmare to work with and do not appear to care about pedestrians or cyclists. We want to make sure we persuade them do the right thing.

Caroline Pidgeon MBE AM: Yes. Thank you very much. I look forward to meeting with your team and the LCC further on some of these junctions, but we do want to strive for perfection, whether it is a TfL road or a borough road.

Sadiq Khan (Mayor of London): Indeed.

Caroline Pidgeon MBE AM: Thank you very much, Mr Mayor.

2019/19988 - Brexit impact on Supply Chains for Construction

Nicky Gavron AM

Apart from the impact on skills and workforce, what will the impact of Brexit be on and construction supply chains generally and building materials for homes? What can London can do?

Sadiq Khan (Mayor of London): Thank you, Chair. As I and many others have long warned, a no-deal Brexit will be a disaster for homebuilding in London. We know that the capital's homebuilding industry, from architects designing the homes to construction workers making them a reality, relies heavily on EU nationals. We also know that the UK is particularly reliant on imported building materials with almost two thirds of imports being from Europe. The imposition of new tariffs, a weaker pound and new costs and delays for goods clearing customs will cause build costs to rise and significant disruption to supply chains.

Even ahead of Brexit, continued uncertainty about what will happen is already affecting the housing industry. Our housing association partners have reported that the value of tenders from large reputable builders have recently shot up in anticipation of our departure at the end of the month. This is due to increasing risk premiums, the cost of transport and warehousing and in some cases a predicted shortage of labour. Reduced availability of construction materials is another factor in a toxic mix. Builders will simply down tools if schemes become undeliverable. This will undermine London's ability to meet its housing needs in the short term and will present longer-term obstacles for economic recovery.

I have already made £200 million available to protect affordable homebuilding in the face of Brexit uncertainty and my officers will continue to work on other contingency plans.

Nicky Gavron AM: Thank you, Mr Mayor, for that answer. What you have been saying is generally reinforcing something that is not really known very much, which is how dependent we are on EU imports for construction of our buildings in London and of our homes in particular. You have said that somewhere between 60% and 70% of our supplies, products and materials come from the EU. That is glass. It is window frames. It is bricks. It is cement. It is steel. It is also electrical goods and components.

What is not so well known is how the EU is also responsible for the regulation, for the testing and for the setting of standards on products and materials. As you have highlighted, there will be, inevitably, whatever deal there is - or, even worse, no deal - there will be delays in terms of logistics. There will be tariffs and costs will go up.

Are you concerned and what can we do about the fact that construction companies will inevitably have to seek new supply chains outside of the EU and the result of this will probably be that there will be substandard and poor-quality products coming into the country?

Sadiq Khan (Mayor of London): That is absolutely right. I have a few things. Firstly, the bad news is that developers are not able to stockpile materials. Some are stockpiling some stuff in warehousing, but it is not possible to stockpile some of this stuff.

You raised a really important point about standards. We know when goods come from the EU that they are of a certain standard. If, for example, as members of this Government are claiming, we should not worry because we can import stuff from other parts of the world, I question what standard they will be at. It is a big concern

that many developers and builders have. We are working with developers. We are lobbying the Government to share with us the information it has.

One of the things that we have been lobbying the Government to do is to have an active industrial strategy to make up for some of the losses we may face in Brexit and that the active industrial strategy also goes towards homebuilding and affordable homebuilding in light of the fall in the sale of market value and luxury properties as well. It could be an opportunity. The problem is, if we cannot get materials, we cannot have an active industrial strategy and so we are hoping that cooler heads will prevail, there will not be no-deal Brexit and, if we do leave the EU, there will be a transition so that we can still have goods and materials coming into our country to build the homes we so desperately need.

Nicky Gavron AM: Thank you. From talking to the industry, they say that it is very well known, something you have also pointed out, what the impact of Brexit will be on the workforce, but what is not known – and in fact it seems to be an information desert, if you like, a national black hole – is anything about this issue of supply chains.

Apart from all the lobbying that needs to be done on the Government, working with industry partners, will you prioritise and lead on this issue and make it part of your Resilience Strategy?

Sadiq Khan (Mayor of London): Sitting to your left is the Chair of the London Resilience Forum and we will make sure we take that up in the first meeting this Monday.

To give you an idea of the scale, more than 90% of our timber comes from the EU. A significant amount of our steel comes from the EU. As you will be aware, one the reasons I mentioned Tilbury Docks in answer to a previous question is that that is the way some of this comes. We will make sure it is raised at the Strategic Co-ordinating Group and also at the Resilience Forum.

It is your right. It is not just construction workers – and we are already concerned about construction workers – but also the materials we need for residential and commercial buildings as well.

Nicky Gavron AM: Thank you for that answer. Thank you, Chair.

2019/19706 - Extinction Rebellion

[Peter Whittle AM](#)

To ask the Mayor why on 3 October 2019 the Metropolitan Police permitted activists from Extinction Rebellion to park a decommissioned fire engine outside HM Treasury Building in Horse Guards Road and attempt to spray the building with 1,800 litres of fake blood?

Sadiq Khan (Mayor of London): Thank you, Chair. I declared a climate emergency in London last year and I agree with the protesters' view that the Government needs to stop ignoring the climate emergency and immediately deliver meaningful action. I support the democratic right to peaceful and lawful protest. However, I do not support illegal action that causes major disruption to Londoners or risks public safety. Such action is counterproductive to this crucial issue and crucial cause and puts further pressure on our already overstretched police force, which needs to be focused on tackling violent crime.

On 3 October [2019], when the police became aware of the incident, they mobilised and arrived on the scene within three minutes. Eight arrests were made with conditions imposed on them to not enter Westminster. The fire engine was also successfully seized and removed. It is not illegal to buy a used fire engine and drive it through London. However, when protesting causes disruption or breaches the peace, the MPS have a duty to intervene and they did so swiftly.

The protests have placed an enormous burden on our police. The Deputy Commissioner has ordered officers from other parts of the MPS to be redeployed to help meet the exceptional demands of this period and most Basic Command Units (BCUs) will need to move to 12-hour shifts. Removing dedicated police officers from communities will impact on neighbourhood policing. Our police resources, already stretched over years of Government funding cuts, are stretched even thinner by these actions.

Peter Whittle AM: Thank you for that answer, Mr Mayor, a very thorough answer. I would say that my question is not really so much about Extinction Rebellion; it just so happens to have been that it was Extinction Rebellion.

My question is about this fire engine parked for a matter of minutes outside the Treasury, right in the heart of what is known as the 'golden triangle', which, as you would know, is the most policed area in the country. In this case, they took out some fake red blood or whatever and spread it over pretty ineptly, but during that time, Mr Mayor, they could have taken out guns. They could have shot the building up, very effectively. They could indeed have been packed with explosives or whatever. You know what I mean. I am astonished how this was allowed to stay even for 30 seconds. That is all they needed. I am sure you know it is right next door to some terrorist barriers on Birdcage Walk. I walk past them every day. How come, in the most protected part of Britain, this was allowed to happen?

I repeat: I am not worried about Extinction Rebellion particularly. That could have been a massive terrorist attack.

Sadiq Khan (Mayor of London): Chair, I understand the concern and the reason why it has been raised. I do not want to sound complacent. The MPS and the security services take huge steps to keep our city, particularly high visibility - in inverted commas - targets, safe from people. You will appreciate that we have, I am afraid, a long history of being the target of terrorists and you are right to distinguish this particular demonstration.

I say to you, Chair, through you that I will ask the Commissioner [of Police of the Metropolis] to respond directly to your specific concerns because I am a bit conscious about saying things in public fora to reassure him. I reassure the public that the MPS is the world's finest when it comes to keeping our city safe. As I said, we have thwarted 22 terror attacks since 2017. There are real-time comms in relation to what is going on. On this particular incident, I am happy to get the police to respond directly to him.

Peter Whittle AM: Thank you for that, Mr Mayor. I would certainly welcome that. It has to be said again. There is an old saying about terror. Essentially, they can be lucky just once; we have to be lucky all the time. I would say that we were incredibly lucky on that occasion, actually, that in fact it was not a terrorist attack.

I would say this, Mr Mayor, as well. You said that the police were there in three minutes. I walk past that spot a lot on the way to Westminster. I walked past it about 9am the following morning. There were still no police. There was no one to be seen in the middle of the 'golden triangle'. How can that happen?

Sadiq Khan (Mayor of London): Chair, to be fair, I spend a lot of time there as well and there are lots of highly visible police officers there. I cannot --

Peter Whittle AM: They are not to be seen. I have no axe to grind or need to lie about the police. There were none there.

Sadiq Khan (Mayor of London): Sure, if for no other reason that that is the back-door entrance into Downing Street, there are police officers there regularly and stuff, but there is also real-time CCTV.

If there is a particular operational concern that has been raised, Chair, I am very happy to get an answer to the question because it is a question that comes from genuine concern. I accept that and so I will make sure you get the briefing. Also, the lessons that need to be learned, the police will learn them and so, if you are raising a particular concern that you have, I am sure the police will look into that.

Peter Whittle AM: All right. Thank you, Mr Mayor.

2019/20035 - Brexit

[Fiona Twycross AM](#)

Will you be holding more 'We are all Londoners' events?

Sadiq Khan (Mayor of London): Thank you, Chair. Yes. I will continue to champion and celebrate our city's diversity, doing everything I can to support European Londoners through the Brexit process. Since the referendum decision was made, I have been clear that despite Brexit, over 1 million EU citizens living in London are Londoners. They are our friends, neighbours and colleagues. They are facing the biggest change in rights and immigration status in our country for a generation. European Londoners face huge anxiety and uncertainty caused by the Government's threat of a no-deal Brexit, confusion over the deadline for securing their status, and threats of deportation if they miss the deadline.

As last week's official application figures show, they are being let down by a Government that is not doing enough to ensure Europeans do not face a crisis, akin to the Windrush scandal. We know that nearly 2 million of the UK's EU nationals and their families have not applied for settled status. Polish nationals have the lowest uptake, despite being a large proportion of EU citizens in the UK.

I am doing everything in my power as Mayor to ensure that European Londoners can access the support and the information they need to secure their rights. It is also important to recognise and celebrate their contribution to the capital. That is why we welcomed over 1,200 Londoners to City Hall last month to watch the UK's first EU settlement ceremony and to explore and enjoy European culture and music. Five hundred of these Londoners accessed free *pro bono* one-to-one legal advice on the EU settlement process. Remarkably, Conservative Members of the Assembly criticised me for holding this event.

In March [2019] we held the London is Open community advice roadshow, providing free immigration advice to over 1,000 European Londoners across ten boroughs. We also launched the EU Londoners Hub in March, which has already been accessed over 271,000 times, providing EU citizens and their families with crucial information about living in London after we leave the EU. We are working with civil society to deliver even more direct support to vulnerable EU Londoners through a micro-grant programme, funding 15 community projects to date.

Fiona Twycross AM: Thank you. I would like to thank all those involved not just in the 'We Are All Londoners' events but in all the events and work designed to make our EU fellow Londoners feel welcome in the city. I have to on this occasion declare a personal interest because I went with my husband, who is a European Economic Area (EEA) citizen with pre-settled status. I was struck by how keen he was to come to the event. I mentioned it in passing to him and he was really keen to come along. It is not often that I can be persuaded to go back into work on a Saturday without some sort of major incident being in place. He and clearly many of those present were absolutely delighted to be here and particularly to see his nationality and national flag represented in the displays here. I thought it was a really great event. It was a true celebration of Europe and the European nationalities that make up a large part of the diversity of our city.

Jennette Arnold OBE AM (Chair): Excuse me. Can I have a question?

Fiona Twycross AM: I do have a question --

Jennette Arnold OBE AM (Chair): Yes, please.

Fiona Twycross AM: -- and it is around the point that you made, Mr Mayor, about the need to make sure the particular groups, where there are lower levels of applications for settled status and pre-settled status, particularly around those groups, and what more will be done to make sure that groups where there are lower levels of applications are encouraged and given information to apply; for example, around Polish applications.

Sadiq Khan (Mayor of London): Firstly, I will just say, Chair, that I was really pleased that we were able to facilitate a date night for Fiona and her husband at City Hall at the We Are All Londoners event.

It is a really important point. There are some members of our community in London who may appear to be harder to reach than other members and so what we are doing is making sure that we go out to them. The groups that we are particularly concerned about are those who are Roma, rough sleepers, disabled people, and non-EU nationals reliant on EU family. We have supported some outreach work from various projects in London that know those communities best. Some of these communities will not access the online services that we have and so we are doing more of that.

The thing that causes me alarm is that we had one of the most senior members of the Government last week saying that if EU citizens have not signed up for secured status by the end of next year, they could be deported. That is causing real alarm amongst Londoners - and these are Londoners, by the way - who are EU citizens. That is why we are redoubling our efforts to reach them. My worry is that many of the people may disappear. They may be worried about being deported. They may misunderstand what was said. Any advice or assistance that you have or others have I am more than happy to hear.

Fiona Twycross AM: You mentioned the Home Office Minister [Rt Hon] Brandon Lewis's [CBE MP] comments about deporting EU citizens who have not applied for pre-settled or settled status before the deadline. Are you concerned that the Government has not learned from the Windrush scandal?

Sadiq Khan (Mayor of London): Absolutely. Look, I still meet now people who were affected by the Windrush scandal and it was a scandal and a disgrace, but my point is this. Put aside the Windrush scandal. We know that the Home Office, the UK Border Agency (UKBA) and the authorities are not the most efficient in the world and, if just one in ten has not registered for whatever reason, in London that is more than 100,000. Around the country it is more than 330,000. These are, for all intents and purposes, Londoners and Britons. It is really important, before the Government is talking about draconian consequences, to be confident that there are systems in place to do it efficiently and properly. I am not sure that they are spending enough time educating the public and making them aware. The fact that you cannot, for example, register using an iPhone already reduces the number of people who have a computer and can register. The Government has to do much more to get the registration rates much higher, bearing in mind that we now know the consequences of not being registered.

Fiona Twycross AM: Thank you. Would you pass on thanks to all these concerned with the work in this area?

Sadiq Khan (Mayor of London): I will make sure I do. Thank you. Thanks for your kind comments. Thank you.

Fiona Twycross AM: Thank you.

Jennette Arnold OBE AM (Chair): Assembly Member Desai?

Unmesh Desai AM: Mr Mayor, the message that we are all Londoners is of course of much wider resonance than just being aimed at EU citizens, whom we of course value very much. It is about how we keep Londoners united in these very challenging, uncertain times as well. People like Neil Basu, the Assistant Commissioner [MPS], have warned about extremist forces, particularly the far-right extremists that he is very worried about, causing divisions in our communities and in society.

This is National Hate Crime Awareness Week as well of course and, after what we saw in Bulgaria, as the Chair of the Football Association (FA) very rightly condemned, we should look at what is going on in our own country as well.

The Police [and Crime] Committee launched a report on hate crime in the capital on 30 September [2019] and you have been asked to consider findings and respond to us by the end of October. In particular, there are three relevant findings that I would ask you to comment upon or at least give us your initial views.

We asked you to hold an annual London event to raise awareness of hate crime, increase committee cohesion and celebrate London's diversity. Can I encourage you to positively give some thought to this proposal? Your predecessor-but-one had annual Rise festivals, some of which I attended. Your predecessor scrapped it. That is the first point.

We also made a proposal asking you to renew your commitment to initiatives like London is Open and in particular the use of social media-based campaigns. Do you think that this campaign needs to be revamped and in particular how we use social media much more effectively?

Thirdly and lastly, we asked you to work more proactively with organisations such as sporting and cultural institutions and encourage them to promote awareness of hate crime. Again, will you give serious thought to this proposal? Out of the several London professional clubs, which will be extended to non-league clubs and other institutions, cultural and sporting, one or two clubs are doing some great work. Some clubs are doing some work. One or two are just smug.

Jennette Arnold OBE AM (Chair): I heard three questions there, I think.

Unmesh Desai AM: Tomorrow is Wear Red Day as well.

Jennette Arnold OBE AM (Chair): Enough, Assembly Member Desai. Can we just have the answers? I think I heard three questions at the end.

Unmesh Desai AM: Plus one, yes.

Sadiq Khan (Mayor of London): I will be very quick. Chair, Londoners may not know this but I remember Unmesh Desai taking on the National Front (NF) in the 1980s and he has a long record of taking on fascists and racists. He deserves our praise for the work he has done over many decades. He has been a mentor and role model to me around antiracism.

Show Racism the Red Card and Wear Red Day tomorrow is really important and of course I will be trying to wear red tomorrow. It is my favourite colour and so it is not difficult for me to do so. It is very important that we recognise that although, yes, of course we condemn unequivocally what happened in Bulgaria, we have to get our own house in order. It is really important that we do so as well.

I will respond fully to the really good report done by the Committee and the Assembly. There are really important points raised there.

At the moment, our London is Open campaign will go towards London is open for businesses, bearing in mind we are worried about the consequences of Brexit, but you are right to remind us that we need to give Londoners a sense of belonging. It is about giving people a sense of belonging. We will work with the Assembly to see how we can do that. I will, Chair, be responding formally to the report in due course.

Tony Arbour AM (Deputy Chairman in the Chair): The question on the Violence Reduction Unit has been withdrawn.

2019/20046 - Black History Month and racial inequalities

Jennette Arnold OBE AM

Does the Mayor agree with me that, as we come towards the end of another great Black History Month, it is unacceptable that the grandchildren of the Windrush generation in London who have graduated from university continue to experience higher unemployment and lower pay than white graduates?

Sadiq Khan (Mayor of London): Thank you, Deputy Chairman. It is unacceptable that a person's family background can have an impact on their employment opportunities. I am determined to do all I can to make London's labour market more accessible and fairer for everyone. There are high rates of graduate unemployment and underemployment for black Londoners. We also know there are challenges that minority ethnic Londoners experience when trying to enter and progress in the labour market.

These issues need to be tackled on multiple levels with targeted action. Through our Good Work Standard, we are supporting employers to ensure their recruitment practices give all potential employees a fair chance and to monitor and take action to close their ethnicity pay gaps. We have led by example on this at the GLA, publishing and acting on our own pay gap data.

We have launched the Workforce Integration Network (WIN) to specifically focus on the under-representation of young black men in the workforce, whom we know have one of the biggest employment gaps. This currently focuses on the sporting, digital and construction sectors to be more inclusive employers and is an important step in changing workplace cultures.

I am also working with higher education institutions to improve access, progression and retention levels for students from minority ethnic backgrounds. I have recently commissioned, Deputy Chairman, further research into the specific issue raised by Assembly Member Arnold to better understand inequalities in degree classification and transitions to employment after higher education. We hope to report on this in spring 2020.

The steps before education and training are also essential. Without existing social or professional networks, it can be much harder for young Londoners to figure out their career paths and that is why we have expanded the HeadStart Programme to help bridge the gap between schools and employment.

Jennette Arnold OBE AM: Thank you for that. Two days ago I was with some black elders, many of whom were part of the Windrush regeneration, and we were having a conversation. The first thing they said to me was to feed back to you how they welcomed your mayoralty and so, on their behalf, I will pass that on.

I was also saddened when I asked them what one of their biggest disappointments was. What they told me was that their grandchildren were still having to face the sorts of insidious forms of racism that they had faced and had challenged. They were hoping that in 2019 their grandchildren would be in a better place. When you look at the 2016 survey that was done by the Equality Challenge Unit (ECU), it is clear that on many of our university campuses racism is commonplace. When you meet the higher education principals, will this be at the top of your agenda?

Sadiq Khan (Mayor of London): Firstly, thank you for your comments and your question. It will be.

Can I just say this? The elders will have said this to you, I am sure. My experience is that some of the language that you and I experienced in our younger years we thought had disappeared from the English language, but it has returned.

Jennette Arnold OBE AM: Yes.

Sadiq Khan (Mayor of London): That is why we must never be complacent and always be vigilant about racism. The P word, the N word and the Y word we thought had disappeared from the English language but are now being used again. There has been a spike in hate crime. Also, it affects attitudes. There can be unconscious bias in recruitment practices, universities and places of work, but also in how people are treated.

One of the reasons why we introduced last year Debbie Weekes-Bernard [Deputy Mayor for Social integration, Social Mobility and Community Engagement] at the slavery commemoration event was to understand the legacy of not just slavery but some of the consequences of how the British Empire was resolved. You talked about the Windrush generation. We have to be alive to the institutional racism that exists in all major institutions and we are conscious of this, I reassure you.

Whenever I have conversations not just with universities and Further Education [FE] colleges but also with employers, I am keen to remind them that we should see ourselves as a beacon for the rest of the world and that includes in relation to discrimination, direct and indirect. I am always vigilant. Also, I reassure you that in the conversations I have with global CEOs and vice-chancellors, I talk about all Londoners having the opportunities and the helping hand that you and I had.

Jennette Arnold OBE AM: Thank you very much. Can you let me know in writing how you are getting on with the WIN initiative that has supported 200 young black men into employment opportunities? I would welcome that in writing, please.

Sadiq Khan (Mayor of London): Absolutely.

Jennette Arnold OBE AM: Thank you very much.

2019/19656 - Affordable fares for Londoners

[Caroline Russell AM](#)

What is your strategy for making fares affordable for all Londoners?

Sadiq Khan (Mayor of London): Thank you, Deputy Chairman. In the eight years before I became Mayor, TfL fares went up by more than 42%. Londoners were paying some of the highest public transport fares of any major city. I made a pledge to freeze London transport fares for four years, paid for by making TfL more efficient and exploring new revenue-raising opportunities. Since I became Mayor, all fares set by TfL have been frozen. To put this into perspective, the overall increase in National Rail fares over the last four years was around 8.8%. In January, National Rail fares will rise again by up to 2.8%.

The introduction of the Hopper fare, which enables passengers to make unlimited bus and tram journeys for the price of one within the hour has also made travel more affordable to millions of Londoners. Since its introduction, the Hopper has saved customers money on over 368 million bus journeys, with more than

450,000 bus and tram journeys made every day using the Hopper fare. The Hopper fare is benefiting people on lower incomes but most, including those who live in outer London, who often have to make long and complex journeys to work as they cannot afford to live in central London. I have also protected a range of travel concessions, which is an important part of providing affordable travel in London and ensuring that everyone can participate in the life of our city.

I am proud of what we have achieved to make transport more affordable. TfL is providing a vital service to Londoners and the policies we have delivered since 2016 are helping to provide a way of life for Londoners, to create new opportunities to reach their potential, whoever they are and whatever their circumstances.

Caroline Russell AM: Thank you, Mr Mayor. Hopper fares and frozen singles are no good if you are living in outer London and rely on a Travelcard that has gone up every year since you have been Mayor. Will you do anything to make Travelcards more affordable?

Sadiq Khan (Mayor of London): I have talked about it in the past. The way the Travelcard works is as an arrangement between central Government, the DfT and train-operating companies (TOCs). I have no locus to renegotiate that deal between the DfT and TOCs. What I have been saying to the Government is that if I can manage to freeze TfL fares, why can't you, bearing in mind these TOCs make massive profits at the expense of commuters who receive a bad service with delays, cancellations and huge prices? My message to the Government is that if I can do it, why can't you?

Caroline Russell AM: Thank you. The last figures that I have seen showed that one in four journeys are made using a Travelcard, so it is a really significant issue.

If you cannot reduce fares for everyone, how about doing it for nurses? There are some key workers, like the police, who are given discounts or free travel. Why not extend these discounts to other key workers like nurses?

Sadiq Khan (Mayor of London): We have looked at the issue of key workers. The Assembly Member will be aware that we have a huge range of concessions we already give. Some of the nurses that are being talked about may be eligible for the other concessions. One of the biggest obstacles to reduced travel, subsidised travel or free travel is definition. How does one define a 'key worker'? For many people, a key worker also includes cleaners, porters, planners and some of the staff who work for - dare I say - you. There are radiographers and those others who work in hospitals. One of the issues is with definition. That is why our fares freeze is so useful to all Londoners who use public transport, particularly those poorer Londoners who live in outer London and have to use buses. The Hopper fare is being used by a huge number of Londoners.

My ability to freeze fares would be far greater if the Government had not cut our operating grant by £700 million a year. One thing that would really help me is lobbying the Government, not just in relation to getting TOCs to freeze their fares but also in relation to a decent operating revenue settlement as well.

Caroline Russell AM: We can agree on that. Earlier this year I found that 20% of people felt forced to own a car in London. In much of London, car ownership is still rising. Would not a measure of a successful fares freeze be more people using public transport rather than cars?

Sadiq Khan (Mayor of London): We have in London every day more than 5 million people using the Tube and more than 6 million people using buses. Around the country, there has been a massive dip in people using public transport and people using buses. We have not seen that in London. One of the reasons is because of my fares freeze. Another reason is that our public transport is very good, affordable, accessible and safe. We have to carry on investing in that but it is made very difficult with no operating grant.

The good news in relation to car usage is that as a consequence of my Ultra Low Emission Zone (ULEZ) brought in this year, opposed by the Conservatives, we have seen fewer non-compliant vehicles coming into central London, more compliant vehicles being used and air quality being improved. A good example of a policy good for the air, good for more people using public transport, opposed by the Conservatives.

Caroline Russell AM: The former Mayor, Ken Livingstone, had a 70p bus fare that massively boosted bus use. Do you think you are being radical enough with fares?

Sadiq Khan (Mayor of London): The former Mayor had a brilliant Labour Government. If I had a brilliant Labour Government, I could do much more. I have an awful Conservative Government and it is really important that we do our best to make sure, whenever the general election comes, we kick them out, get a decent Labour Government and get some policies that help --

Tony Devenish AM: Bring it on. Are you calling for an election?

Sadiq Khan (Mayor of London): I have someone who is trying to be an MP. I have somebody trying to be an MP.

Tony Devenish AM: Are you calling for a general election?

Sadiq Khan (Mayor of London): Chair, can I just say I hope I get on with Jo Johnson's successor as well as I got on with [The Rt Hon] Jo Johnson [MP for Orpington]? What is important is to have a good, radical Government helping a good Mayor doing good things for Londoners.

Caroline Russell AM: Mr Mayor, I am totally out of time but yes, it would be lovely to have a Green Government.

Tony Arbour AM (Deputy Chair): OK, that is it.

Tony Devenish AM: Even she laughed.

Tony Arbour AM (Deputy Chair): The next question is from Assembly Member Devenish.

2019/19831 - Hammersmith Bridge

[Tony Devenish AM](#)

Are you leaving no stone unturned to ensure that Hammersmith Bridge is re-opened to motorised vehicles as soon as humanly possible?

Sadiq Khan (Mayor of London): Are you also going for a seat or is it just Gareth [Gareth Bacon AM]?

Tony Devenish AM: I love working with you here.

Sadiq Khan (Mayor of London): Great. Deputy Chair, TfL is working with and on behalf of Hammersmith and Fulham Council to reopen the bridge to motorised traffic as soon as possible. As the Council announced at the end of the summer, the work is currently expected to take around three years. TfL has allocated £25 million to ensure the design work began straight away and to allow some vital preliminary works to take place in the coming works.

Hammersmith Bridge is an iconic and historic London landmark and repairing it will be technically challenging. The bridge's complex construction, its Grade II* listing and its materials, iron and timber, all restrict the repair options. On top of this there are numerous other considerations, including maintaining an accessible walking and cycling crossing and a navigable river.

While refurbishing the bridge involves considerable technical unknowns and risks, TfL is exploring every possible way of completing the work as safely and efficiently as possible. This includes a temporary foot and cycle bridge which would allow work on the bridge to proceed uninterrupted while ensuring people can still walk and cycle across the river here. TfL and the Council are currently reviewing the feasibility and the cost of the temporary bridge and will be in a position to make a decision in the coming months. The design for the full repair of the bridge is being developed in parallel.

As I have already said, some important preliminary works will take place in the next few months. This will stabilise areas of high stress on the bridge, including the areas where the microfractures were found earlier this year. This stabilisation work will allow the heavier repair works to be safely carried out when the design is ready. My Deputy Mayor for Transport and TfL are in contact with the DfT, Heritage England and the Bridge House Estates Trust seeking their support for getting the bridge renovated and reopened as quickly as possible. They will also continue working closely with the Council to identify funding for the work so that a contract for this can be let next spring. In the meantime TfL is doing everything possible to minimise the impact of the closure of the bridge, including making changes to the local bus network and providing an enhanced dial-a-ride facility to improve links for people affected by the closure.

Tony Devenish AM: Thank you. Mr Mayor, are you aware that the marine engineering company Beckett Rankine has proposed a £5 million temporary bridge that could be built in just three months and run parallel to the existing bridge? How seriously are you taking this proposal?

Sadiq Khan (Mayor of London): I saw the article in the magazine earlier this week and I am sure this will be considered by those looking at the works that have been done. I will double-check and make sure that they have this but I am sure they have because if I have seen it I am sure the engineers have as well.

Tony Devenish AM: Could you please ask that the Deputy Mayor for Transport responds before the next Mayoral Question on this? Clearly we cannot wait until November 2022 just to open the existing bridge. We have to do something to improve things for our residents.

Sadiq Khan (Mayor of London): Chair, can I suggest that I get TfL to respond on the merits of this application directly to the Assembly Member? Every stone is being looked under to see if there are options we

can pursue. Nothing has been ruled out. I cannot comment on the technical feasibility of this particular scheme. I will make sure someone from TfL does respond to the Assembly Member.

Tony Devenish AM: Thank you.

Tony Arbour AM (Deputy Chair): Thank you.

2019/20036 - Deprivation in London

Fiona Twycross AM

What do the Government's recently released indices of deprivation mean for London?

Sadiq Khan (Mayor of London): Thank you. The indices show there are still too many Londoners feeling the effects of deprivation and poverty, and issues like housing affordability and air quality remain big challenges. The latest release broadly shows that overall London has a smaller proportion of England's most deprived neighbourhoods compared to the last set of data published in 2015. However, there is no room for complacency and there is much more to be done.

We also have to be cautious in how we interpret this information. Much of the data behind the release was collected in 2015/16. The full effects of the Government's damaging welfare reforms were introduced in 2016, many of which have had a negative impact on Londoners that has not been captured. The research my team at City Hall published in July [2019] shows the impact of these reforms will push an extra 100,000 Londoners, including 75,000 children, into poverty by 2021/22. The research also shows that reforms over the past four years like the benefits freeze and the two-child limit have significantly cut threshold incomes of some of the most disadvantaged Londoners. As we know from other sources, Universal Credit has contributed to an increase in rent arrears and food bank use. The results of the new survey of Londoners, which was published in June, show that a staggering 1.5 million and 400,000 children in London are living in situations of low or very low food security.

Fiona Twycross AM: Thank you. I agree that we cannot be complacent, and I wondered if you could comment on how important London Challenge Poverty Week is in continuing to highlight the issues and contribute to eradicating poverty in London.

Sadiq Khan (Mayor of London): The summit is taking place now, as we speak, and I am sure if I was not here I would be addressing the summit. It is really important. It raises awareness of inequalities taking place but also celebrates the work being done by partners to address this. It shows how we can tackle poverty. One of the things that Debbie Weekes-Bernard [Deputy Mayor for Social Integration, Social Mobility and Community Engagement], who is addressing the summit on my behalf, the event, will be talking about is the fruits of the work we did with Child Poverty Action in July. In the first five weeks of the project, which is putting advisers on welfare rights in primary school, the pilot increased the incomes of these families in this one primary school by almost £50,000 combined. It shows, with the right advice, how we can take steps to address some of the poverty Londoners are facing.

Fiona Twycross AM: Thank you. How are your Research and your Economic Fairness Teams looking at the reasons behind deprivation so that we can find real solutions to poverty in London?

Sadiq Khan (Mayor of London): We have already looked at some of this. That is one of the reasons why I talked about welfare benefit changes from the Government. It is a reality that the welfare benefit changes have driven more people into poverty.

I am concerned that if we get the wrong exit from the EU - all exits are bad for us - it will accelerate some people being driven to poverty. One of the things we are doing is working with employers to get more employers to pay the London Living Wage. I am really pleased that we have more than doubled, since I became Mayor, the number of employers paying the London Living Wage. We are doing a whole lot of work in relation to the causes of poverty, the drivers of poverty, but also what can be the drivers to get people out of poverty as well.

Fiona Twycross AM: Thank you.

Jennette Arnold OBE AM (Chair): Assembly Member Gavron.

Nicky Gavron AM: Just on the back of that question, I would like to raise an issue. Some of the poorest children and most deprived communities live in areas with very high levels of toxic air pollution and in that context I would just like to say that last week at the International Climate Summit, led by C40 cities, awards were given to cities, seven different categories of awards internationally. The only city in Europe that got an award was London and it received it for its work on air quality. I would like to ask you to accept, the question is, mine and I hope, our congratulations for all the work that has been done on ULEZ - it was ULEZ that was particularly mentioned - and also to pass on to Shirley Rodrigues [Deputy Mayor for Environment and Energy] and her team, and to Heidi Allen [MP for South Cambridgeshire] and her team, thanks for all their work.

Sadiq Khan (Mayor of London): Chair, I would like to thank the Assembly Member for her kind words about the amazing work that the team at City Hall have done with TfL and others. We have the boldest and most comprehensive plans to address air quality of any city in the world but this is an issue of social justice. It is the poorest Londoners, who own the fewest cars, who suffer the worst air quality, and that is why I do not apologise for bringing in the ULEZ in this April, opposed by the Conservatives. Notwithstanding their opposition, we have brought it in and I am hoping that you will see, over the course of the next few days, further research showing the progress we are making on some of the consequences of us being brave with this policy, helping the poorest Londoners address the issues of poor-quality air.

Jennette Arnold OBE AM (Chair): Thank you.

2019/19743 - Supporting Businesses

[Gareth Bacon AM](#)

Are you proud of your record on supporting London's businesses?

Sadiq Khan (Mayor of London): Chair, I hope it is not the last question he asks as an Assembly Member. I have enjoyed our tussles and I am hoping, even if he is selected as the candidate, he comes back to the next Mayor's Question Time to ask a question next month as well.

I am extremely proud of my record in supporting London's businesses notwithstanding the huge uncertainty and other challenges around Brexit and the Government's handling of this. Since my mayoralty London's

economy has gone from strength to strength. London's economic output has increased by 6.1%, there has been an increase of 295,000 jobs and unemployment has fallen from 6% to 4.6%.

Two years ago, I launched the London Growth Hub, a one-stop shop that delivers online and face-to-face business support. To date the Hub has supported over 4,000 microbusinesses, social enterprises and SMEs through its events and support programmes. Over 700 businesses from across London have attended our roadshows and last week I welcomed 200 businesses to City Hall, where I announced the Growth Hub would be opening five physical sites in Vauxhall, Hammersmith, Woolwich, Croydon and Tottenham.

Following the success of the London Co-Investment Fund, which under my mayoralty has become one of the most diverse funds, 20% of co-founders of the portfolio companies are black and minority ethnic and 22% have female co-founders, which is significantly more than the UK average of 9%. I launched my Greater London Investment Fund in May this year, the largest of its kind ever created by City Hall. The £100 million fund will support over 170 companies and create 3,500 jobs in London over its lifetime.

Last year my Deputy Mayor for Business, Rajesh Agrawal, hosted roundtables with minority ethnic women and disabled entrepreneurs and business owners, who can face particular barriers in business. In response to issues they highlighted, I have established a new programme designed to help these Londoners access entrepreneurship and improve their enterprise skills.

Through London & Partners the Business Growth Programme provides bespoke business support to tech and creative SMEs in London such as mentoring and courses on access to finance and marketing, and the Mayor's International Business Programme assists scale-ups in London to go global. The programme has supported more than 800 companies and has created over 1,573 jobs, secured £193 million in export wins and generated £486 million of investment. I think you will agree, Chair, all these are things to be proud of.

Gareth Bacon AM: Thank you very much for that answer, Mr Mayor. I want to focus on one particular business and the reason is because activities by one of the GLA family group are posing an existential threat to that business. I want to get your thoughts on it.

In February of this year, in *The Architects' Journal*, Cargiant was quoted talking about the OPDC scheme for regeneration in the west of London. Cargiant's Managing Director, Tony Mendes, is quoted as saying,

"In just four years the OPDC has already spent £30 million of public money and we are gravely concerned that it is now seeking £250 million more even though the comprehensive development of the area is currently unviable, unaffordable and undeliverable."

In response to that, a spokesman from your office said that you were extremely disappointed by Cargiant's approach. The spokesman then went on to say, "These comments are barely worth the paper they are written on", before accusing them of having private sector vested interests. Is that a response that you stand by?

Sadiq Khan (Mayor of London): I stand by the inspector and the response we took at the inquiry.

Gareth Bacon AM: I am sorry, could you say that again?

Sadiq Khan (Mayor of London): We stand by the stance we took at the inquiry and the evidence we gave to the inquiry.

Gareth Bacon AM: I am asking you about the response that was given in your name. Do you stand by that?

Sadiq Khan (Mayor of London): I cannot remember the press spokesperson quote. As you will appreciate, we give out dozens each week.

Gareth Bacon AM: OK. You are not accusing them of having private sector vested interests and you acknowledge that the comments that they have are worth the paper that they are written on?

Sadiq Khan (Mayor of London): I take the views of all Londoners seriously. I do not distinguish between those who are businesspeople and those who are not. I cannot comment on that particular quote because I just do not remember it.

Gareth Bacon AM: The point, of course, is about the inspector you have commented on. On 17 September [2019], the planning inspector drove a coach and horses through the OPDC's plans for the area and instructed that site 1(a), which would have taken 25% of Cargiant's land, be removed from the plan because it is unviable and cannot be delivered. In that light, would you like to withdraw those comments that were issued in your name?

Sadiq Khan (Mayor of London): Chair, as I have said, I simply do not know the comments that are being talked about. I do not accuse the Member of inaccurately reporting the comments, I just do not remember them.

Gareth Bacon AM: OK. That is fine. I can send it to you. Where I am really going with this, Mr Mayor, is that of course Cargiant is a wealth creator. It turns over more than £500 million a year and it employs 2,000 people, many of whom are sourced locally. Its business was threatened with extinction because of the development plans of the OPDC. Now, the relationship between the OPDC and Cargiant has broken down completely. We have seen documentation where Cargiant are repeatedly offering visits to the OPDC Board and the OPDC Board are repeatedly refusing. For this entire scheme, which is now in jeopardy, to be resurrected, relationships between Cargiant and OPDC need to be rebuilt. In that light, Mr Mayor, in order to retrieve the situation, will you direct the Interim Chief Executive of the OPDC to instruct the Board to meet Cargiant?

Sadiq Khan (Mayor of London): I am due to meet, Chair, the Chair of the OPDC shortly, so I will be raising with the Chair the comments made by the Assembly Member and discussing them with her. I am happy to write to the Assembly Member once I have met with the Chair in relation to what steps have been taken.

Gareth Bacon AM: OK. I will stop there. Thank you very much, Mr Mayor.

Jennette Arnold OBE AM (Chair): Anyone else? No.

2019/19847 – Social housing demolitions

[Tom Copley AM](#)

Last year you introduced your Good Practice Guide to Estate Regeneration, but do you

think it is right for social housing to be demolished before plans for its replacement are approved?

Sadiq Khan (Mayor of London): Thank you, Chair. Protecting any increase in social housing is critical to solving London's housing crisis, but far too often plans for estate regeneration have included a loss of social housing and landlords have simply not earned their residents' trust. As Mayor I have used all the powers available to me to change this.

At the heart of my approach is my Good Practice Guide to Estate Regeneration, published last year. This guide is the country's first and reflects policies in my Draft London Plan requiring any social housing to be replaced like for like with an increase in affordable housing wherever possible. It also introduced my new approach, which requires projects wanting GLA funding to demonstrate the residents' support through a positive ballot. I have been encouraged over the last year to see at least six ballots have taken place, all of which have been positive, and that councils and housing associations have largely embraced my approach.

However, I was very concerned to hear recently that Westminster Council is planning to demolish social housing at Ebury Bridge through permitted development rights rather than have their full regeneration plans go through the scrutiny of a planning application. I have no jurisdiction over permitted development approval but I have asked my team to look into this urgently. In the approach that they are taking, Westminster Council seem quite blatantly to be trying to avoid City Hall's and indeed the public's scrutiny of their plans. What is more, as they have not applied on this scheme for GLA funding towards the replacement of homes in the scheme, it means they also appear to be avoiding scrutiny from residents by dodging the ballot requirement.

Westminster Council should be ashamed of these shoddy tactics. They have made clear the pitfalls of national permitted development legislation and also the importance of a Labour Government making ballots a requirement for all estate regeneration schemes, whether or not they receive funding from City Hall. I would urge Westminster Council to do the right thing now. Be upfront about your plans, let them be subjected to full scrutiny and, crucially, give residents the final say.

Tom Copley AM: Thank you very much for that answer, Mr Mayor, and I of course welcome your requirement within the Estate Regeneration Good Practice Guide for ballots on estate regeneration schemes involving demolition. Indeed, it was something the Assembly unanimously called on you to do, so that is very welcome.

With regard to Westminster Council, I have written to [Councillor] Nickie Aiken, the Leader, about this particular issue. You mentioned that your officials have been looking into this. Are you aware of any powers that exist – I do not know whether they are your powers – or whether there is any ability to appeal Westminster Council's decision to grant itself planning permission under permitted development rights to knock down these buildings?

Sadiq Khan (Mayor of London): My officers are looking into this. You will appreciate it would be unwise for me to telegraph my intentions if it is the case that we go down the particular route you are suggesting. What I am clear about is that this appears to be an example of a council looking for any loophole they can to avoid allowing residents to have a say on a scheme. I am not quite clear what the council is scared of, giving residents a voice. We will be looking into the scheme and looking at what we can do to address this, but it demonstrates a council not being on the side of their residents and being scared of allowing the residents to have a say.

Tom Copley AM: In the particular piece of legislation they are using in order to demolish these buildings, apparently there is a condition that it is not allowed if the owner of the buildings has allowed them to deteriorate. It seems quite clear that that is what Westminster Council have done through moving the residents out and allowing the buildings to fall into disrepair. Do you think there could be potential for residents or the community to judicially review the council's decision?

Sadiq Khan (Mayor of London): Chair, as you will know, I always am receptive to good ideas from the Assembly Member and he often presents good ideas in this forum. As I said to him, my officers are looking at all possibilities and all possible routes to try to address what is clearly an attempt by this council to circumvent guidelines and the guide that we have. More importantly for me, I am hoping Westminster residents are aware of what their council is doing in their name.

Tom Copley AM: Thank you very much, Mr Mayor.

Jennette Arnold OBE AM (Chair): Thank you.

2019/19848 - Households at risk of homelessness

[Tom Copley AM](#)

30% of households assessed by local authorities as being homeless or at risk of becoming homeless are in full or part-time employment, rising above 40% in some London boroughs including Newham, Merton, Lewisham and Enfield. What can you do to help these households in London?

Tom Copley AM: Thank you.

Sadiq Khan (Mayor of London): Thanks, Chair. These figures confirm the shocking impact of the Government's failure to build enough social housing, their cuts to the welfare system and their lack of action to ensure people earn decent pay. As it has become harder to buy a home or get a social tenancy, more and more Londoners are being forced to rent privately. Rents have spiralled and with wages stagnant, the number of private tenants in London in work and on housing benefit has more than doubled to over 100,000 over the past ten years. In 2009, only 26% of private renters who received housing benefit were in work. Now it is 59%. The Government's savage cuts to the benefits to help cover private rents have led to a huge increase in renters losing their homes and this accounts for the bulk of increasing homelessness in the capital in recent years.

We need the Government to change course but in the meantime we are doing a number of things in London to help. We are promoting the London Living Wage through my Good Work Standard. We are also, through the Adult Education Budget, helping those who earn less than Living Wage to be eligible for training courses to help them progress. Second, we are building record numbers of new council, social rented and other genuinely affordable homes, and third, we are pressing the Government to reverse the welfare reforms which have made it so difficult for Londoners on low incomes to secure and sustain homes. The Government urgently needs to bring benefits back into line with rents over all the private rented sector and give London, City Hall and the councils the investment powers we need to build the council, social rented and other genuinely affordable homes Londoners so desperately need.

Tom Copley AM: Thank you very much, Mr Mayor. Last week Generation Rent released data showing that private renters in England are losing out on about £70 million a year when landlords kick them out. Missed time at work, cleaning bills and moving costs stack up to around £1,400 each on average. I have written to the Secretary of State to urge him to follow up on the promise that was made by the Prime Minister's predecessor to end section 21 no-fault evictions. Do you think this is a move that would help London's struggling private renters, or do you agree with members of the Conservative Group that it is just a cheap stunt?

Sadiq Khan (Mayor of London): I was astonished when they said that because they clearly are not in tune with Londoners who have to rent privately. You were a big part of the campaign to get the Government to abolish the fees tenants pay to letting agents, which they did last year, and that is because we saw tenants paying huge fees when they moved into new tenancies and letting agents being incentivised to have shorter contracts, change the contracts and flip to get a fee from it. Similarly, section 21 leads to big problems because we know that tenants do not have security. They can be turfed out for no good reason and have to pay the cost that you have alluded to.

The Government said previously that it was going to end section 21 evictions. It was consulting on this, and I am concerned that a delay will lead to it changing its mind. It is not a stunt. It will hugely improve the quality of life for tenants and the sooner it happens the better.

Tom Copley AM: Thank you. Yes, I agree and I have experienced this myself. In one flat I was living in, every year you would be served a section 21 eviction and told what next year's rent was going to be, take it or leave it. I do not think that is a particularly good way to be treating private tenants.

Do you think it is important, as well as abolishing section 21, that we need a package of measures for private tenants - who, let us remember, are living in one of the most insecure parts of the housing market - and that it should also include things like open-ended tenancies and the package of rent control that you have been advocating but which would require the Government to devolve powers to City Hall in order for you to implement?

Sadiq Khan (Mayor of London): Absolutely. There are two parts of the equation, in simple terms. One is genuine security of tenure, and the second is to have affordable and predictable rents. What the Government needs to do, rather than this piecemeal approach to the private rental market, abolishing letting agent's fees and hopefully getting rid of section 21 evictions, is to look at the whole private rented sector. It simply will not be possible, in the short to medium term, to build the homes we need to address the housing crisis, so in the meantime it should address the issue of the exorbitant cost of renting in London. One way of doing that would be to look at the London model we have worked out, work with the Government, set up the commission, and then we can get going so that we can get in London rents not going up hugely, as they have been doing, but being stabilised and then going down.

Tom Copley AM: Thank you very much, Mr Mayor.

Jennette Arnold OBE AM (Chair): Thank you.

2019/19959 - Support for people at risk of County Lines exploitation

Florence Eshalomi AM

MOPAC's Strategic Assessment of County Lines found that hundreds of children and vulnerable adults are being exploited by gang members. What support are you giving these at-risk people to escape gang activity?

Sadiq Khan (Mayor of London): Thank you, Chair. County lines is a vile practice involving criminal networks who groom and coerce young people to supply drugs and fuel violence. The ground-breaking Rescue and Response Programme, backed with £3 million of City Hall investment, provides support to as many of those affected as possible. The programme is in partnership with London boroughs and charities, St Giles Trust, Safer London and Abianda. Their research work uncovered the devastating scale of the problem, finding that more than 4,000 young people are involving in lines operating out of London.

Rescue and Response is part of our reaction to do everything possible to support those entrapped. In the first year alone, 568 young people were referred, 243 of those were offered intervention, and 130 received support. This includes a rescue service which provides one-to-one support when people return home.

There is a wide range of additional interventions funded through City Hall to help vulnerable young people. These include London Gang Exit and Empower, funding youth workers in London accident and emergency departments and major trauma centres to help victims of knife crime, and my £45 million Young Londoners Fund, which has allowed over 72,000 young Londoners access to positive activities. Alongside preventative work, the MPS continue to tackle those who are being exploited by others. We also have interventions like Operation Raptor, which has led to gang members being jailed for more than 61 years, and the use of modern slavery legislation to secure human trafficking convictions.

Florence Eshalomi AM: Thank you, Mr Mayor. You mentioned the work of Abianda, and, from the figures you quoted, just under 100 young women received support. Obviously we need to make sure that we are offering these young women enough support. How are you working with Abianda and other groups to make sure that their good practice in making sure we are getting young girls referred to the service is identified and replicated elsewhere?

Sadiq Khan (Mayor of London): First, I think we have to accept that we are barely scratching the surface. There are more than 4,000 young people as young as 11 involved in county lines. We have the country's first response to this in the scheme that we are funding the Rescue and Response scheme. About 15% of the county lines comes from London but imagine the rest coming from the rest of the country.

Abianda are doing some brilliant work targeted towards young women affected by gangs. They give one-to-one specialist support and the good news is that the people they help do not go back to county lines. What we also know, I am afraid, is that these organised criminals and gangs are targeting vulnerable people outside food outlets, schools, pupil referral units and youth clubs where they exist. We have to make sure we deal at source as well to stop vulnerable people, including girls, being targeted.

Florence Eshalomi AM: Obviously the Rescue and Response is a great initiative but the fact is it is already at full capacity. The data analysis from Rescue and Response records that 441 young women may also be

involved in county lines. There is a waiting list of almost two years. How are you going to ensure that those young women, who need the support at the early stages of grooming, are going to get that support?

Sadiq Khan (Mayor of London): It is really upsetting. During the course of the year, in-year - this is the country's first scheme - we were told they were at capacity and had a waiting list, so in-year we gave them more support, more money to provide more support, but they are stretched. That is why we need the Government to reverse the cuts made over the last nine years not just to the police but preventative services as well. If we can deal at source with these issues we do not need to spend the money in enforcement later on, so there is an economic argument to invest in preventative measures as well as a moral argument and a social argument. We will do all we can at City Hall but it feels like we have one hand tied behind our back because of Government cuts.

Florence Eshalomi AM: There is a big issue on Government cuts and obviously working in partnership with other forces across the country is a key issue. The research from the Mayor's Office of Policing and Crime (MOPAC) shows that young people are travelling across the country, meaning that we have to access the data from other forces. How are the MPS working with those other forces and making sure that they are confident in identifying some of the young people who have been trafficked from London? Young people from my part of Lambeth and Southwark have been found as far as Birmingham and Peterborough. How are we going to make sure that the MPS are working with those other forces?

Sadiq Khan (Mayor of London): We have young people and also vulnerable adults being targeted as well. There has now been set up through the National Crime Agency a county lines co-ordination centre and the MPS has the lead role in relation to that because of our expertise. There is better co-ordination. The problem is the response cannot just be a policing response. You just think about the additional needs of a young person or vulnerable person: social services, housing, family networks, moving away from organised criminals and stuff. With the massive cuts in public services it is very difficult often for hard-worked, hard-pressed police to provide the additional support. It is tough. I do not want to pretend it is easy. We are trying our best to co-ordinate but, as I said before, and I do not use these words lightly, we are scratching the surface.

Florence Eshalomi AM: Just finally, Mr Mayor, I quoted some of those figures but they are quite low. Are you concerned that the low number of girls identified with county lines means that essentially criminals are continuing to use girls to operate where they may likely avoid suspicion?

Sadiq Khan (Mayor of London): What has happened is that as the police have targeted organised criminals and gang members, young men and older boys, they are moving to others to be mules and supply drugs: girls, vulnerable adults, taking over people's homes. We have to be innovative and evolve our ways of addressing that as well. The key thing is that we need to stop people getting involved in this in the first place, target those who are targeting vulnerable young people, but also deal with the enforcement side as well. We have to be innovative in how we respond to organised criminals, changing the way they operate.

Florence Eshalomi AM: Thank you. I will leave it there, Chair.

Jennette Arnold OBE AM (Chair): Thank you. We are at that point. Can I ask the Assembly to agree to suspend Standing Order 2.9(B) in accordance with the provision of Standing Order 1.1H in order to allow the remaining business on the agenda to be completed?

All: Agreed.

2019/19830 - Tube Noise

[Tony Devenish AM](#)

As you are aware, thousands of my constituents are suffering from excessive Tube noise in their homes. How soon can those constituents expect that suffering to end?

Sadiq Khan (Mayor of London): Chair, I know time is short. I will write a longer response to the Assembly Member to allow him to ask his supplementary question in relation to Tube noise.

Tony Devenish AM: Thank you very much, Mr Mayor, and thank the Deputy Mayor for what work she has been doing. We have had a step change from TfL in recent months but I was very concerned with a *Ham & High* article of 9 October [2019], where a National Union of Rail, Maritime and Transport Workers (RMT) source was quoted as saying they may be taking away the track fastening Pandrol Vanguard that has been so helpful. I will not ask you to answer that question now but could you write to me and tell me whether or not they are going to remove that? It would be a disaster for certain lines when actually progress has been made in recent months. Please do not take away that very useful product.

Sadiq Khan (Mayor of London): Chair, can I agree to write to the Assembly Member? Tube noise is causing real misery to many of his constituents and he is concerned about the consequences of the point made. I will write to him. Also, should I copy in all --

Jennette Arnold OBE AM (Chair): Yes.

Sadiq Khan (Mayor of London): I will copy in all the Assembly in relation to the answer, if that is OK.

Tony Devenish AM: Thank you.

Jennette Arnold OBE AM (Chair): Assembly Member Dismore.

Andrew Dismore AM: Pandrol Vanguard has been taken away on some of the Northern line stretches where residents were badly affected by noise, and I am already getting complaints that the noise levels are horrendous for people who live nearby. While that may have been to the benefit of the drivers, which I do not object to, and passengers, who may experience it for a very short period, the impact on residents has been horrific. TfL really needs to need to start to get to grips with this issue and not simply say, "There is no solution that we can think of at the moment". It is a very serious issue. If you add up the number of complaints I have had all together, they run into three figures. TfL is simply not taking this seriously.

Sadiq Khan (Mayor of London): Chair, it is a well-made point. The Deputy Mayor does take it seriously, as indeed does TfL. I will make sure that point is also responded to in the letter I send to Tony Devenish [AM].

Jennette Arnold OBE AM (Chair): Thank you for that.

2019/19992 - Government Funding for London

Joanne McCartney AM

Further to my Question number 2019/17690 regarding funding for extra police officers – what extra funding has been allocated to London so that you can start to reverse the swingeing cuts to the police and other public services that the government has made over the past 8 years?

Sadiq Khan (Mayor of London): Thank you, Chair. Any police officers for London are welcome but this funding represents only a very partial reversal of the huge Government cuts to the MPS since 2010. I have been clear that London needs at least 2,000 of the extra 6,000 officers promised nationally next year and I agree with the Commissioner that London could receive 6,000 of the 20,000 promised nationally over the next three years. The Government has allocated a bit more than the two-thirds of the officers that I have called for. I will keep pushing the Government to go further and faster in reversing its cuts so that we can properly tackle crime and violence.

I am also deeply concerned about the continuing uncertainty that remains over the funding of these new officers. The Government's recent announcement has set a recruitment target for the MPS for 2020/21 far below the number of officers we need, but still failed to provide details of the specific funding from the £750 million it has announced. Given the Government's apparent disregard for the significant challenges faced by a global city like London, I remain deeply concerned that the funding provided will be inadequate. A mere 23% of this funding to the MPS, in line with the officer numbers allocated, will ignore the additional challenges London faces and will leave the MPS and Londoners short-changed.

There is even less certainty in future years. While the £750 million announced in the spending round is welcomed, the Government has given no indication of whether this is one-off or long-term funding. The MPS cannot plan effectively for the future without funding certainty. This impacts its ability to deliver for Londoners. I have taken the initiative in providing some degree of certainty through an increase in the business rates base for the MPS. Although the Conservatives on the Assembly voted against my budget, our City Hall funding has made it possible to recruit 1,300 more officers than would otherwise be affordable had the Conservatives succeeded in that vote.

We urgently need the certainty of a multi-year funding settlement. Business rates are plugging only part of the gap the Government has created. The Government's announcement then provides neither the officers nor the certainty necessary to deliver the policing London needs.

Joanne McCartney AM: Thank you. That uncertainty is really worrying. The target is for the MPS to recruit 1,369 officers and that works out at around £99 million, which is a significant proportion of that early money. This week the Police and Crime Committee heard from Deputy Commissioner [Sir] Stephen House [QPM], who said, "We could train and deploy more than that. I do not think 1,369 is enough". He asked the Government to realise that London needs to be considered separately because of the pressures on the force here. Is that a case you are making very strongly to Government?

Sadiq Khan (Mayor of London): Absolutely. One of the reasons why there is a NICC grant is because there is a recognition that London is different from other police forces around the country, other cities around the country. To give you a comparator, New York, a smaller size than London, has 37,000 police officers,

significantly more police officers, but also significantly more police staff and other uniformed officers as well. That should be the comparator as far as London is concerned, not smaller police forces in smaller cities around the country.

Joanne McCartney AM: Thank you. Of course you have mentioned police staff, which are an important part of our policing family, and you referred earlier to the cuts that have been made to date. Over the last eight or nine years, £850 million has been taken out of the police budget. They are still planning for a further £236 million in cuts to 2022/23, and what you have done is put in business rates. The MPS is using its reserves to try to stabilise the number of officers. This additional money is not going to make up for the austerity that has happened and the cuts that are still planned to be made. My question is: do you have any reassurance from Government that there is more funding to stop the further cuts? That, in effect, will cancel out any extra funding.

Sadiq Khan (Mayor of London): No, no assurance from the Government. If you remember, not at this recent Conservative Party conference but last year [The Rt Hon] Theresa May [MP for Maidenhead] said, “Austerity has ended”, and we thought we would get additional monies for public services.

I will just give you one example. When a police officer investigates a burglary, someone has to do forensics. There is analysis that needs to be undertaken. The cuts the Government has made over the last nine years mean that the police staff who assist front line officers to do their job have been hollowed out. The Government is talking about more police officers – no certainty about the numbers or how many we get in years going forward – but it is also not adding the additional sums of money we need for the whole system that the police need to properly prevent and investigate crime.

Joanne McCartney AM: On the basis of what you have said and what the Government has failed to deliver so far, it looks like we still could have a cliff edge around 2023 with our police numbers dropping.

Sadiq Khan (Mayor of London): As things currently stand, the MPS is still facing a cliff edge in 2021/22. We are very worried not only about the issues you have raised but also things like pensions going forward as well, and it is really important the Government answers the serious questions we have urgently.

Joanne McCartney AM: Thank you.

Jennette Arnold OBE AM (Chair): Forty-six seconds to you, Assembly Member Hall.

Susan Hall AM: Thank you. I will put a question in there. If you are so concerned about police numbers, as indeed we have been all the way through, why on earth did you not look at our budget amendment last year? You would have had an extra 1,400 police officers on the streets. I know you would have had to give up your PR officers and all the things you need to keep you happy but I suggest to you, Mr Mayor, that Londoners would have been much happier with an extra 1,400 police on the streets with our cuts to our budget.

Sadiq Khan (Mayor of London): Chair, the proposals from the Conservatives were nonsense. It was smoke and mirrors.

Jennette Arnold OBE AM (Chair): Twenty seconds to answer.

Sadiq Khan (Mayor of London): It was smoke and mirrors and would have stopped us funding things like helping those who were the victims of violence against women and girls --

Susan Hall AM: Stopping splash parties --

Sadiq Khan (Mayor of London): It would have meant we --

Susan Hall AM: Beach parties --

Sadiq Khan (Mayor of London): It would have meant we would have had to make -- I am sorry, Chair, was there another question?

Jennette Arnold OBE AM (Chair): Will you carry on, please?

Sadiq Khan (Mayor of London): We looked at the amendment from the Conservatives --

Susan Hall AM: Waste.

Sadiq Khan (Mayor of London): -- but it just did not make sense.

Jennette Arnold OBE AM (Chair): You have 13 seconds.

David Kurten AM: Mr Mayor, talking of budgets, do you not think our budget was fantastic? We proposed an extra 2,500 police officers for London.

Sadiq Khan (Mayor of London): Chair, I cannot think if I have ever used the word 'fantastic' when thinking of the Brexit Alliance Party.

Jennette Arnold OBE AM (Chair): They are out of time. One question left.

2019/20004 - Impact of the HS2 review

[Onkar Sahota AM](#)

Given the uncertainty caused by the recent HS2 review, how can we work to ensure that we ultimately get an HS2 plan which works for London?

Sadiq Khan (Mayor of London): Thank you, Chair. On 3 September [2019] the Secretary of State for Transport announced that each phase of High Speed 2 (HS2) is likely to be delayed by up to five years and that the costs have risen from £62 billion to over £80 billion, an increase in the budget of £18 billion. Given this, I am supportive of the HS2 review looking at how savings can be made.

I have written to Doug Oakervee [CBE], the Chair of the review, setting out my support for the new capacity provided by HS2 and the issues pertinent to London. The review team also met with my Deputy Mayor for Planning, Regeneration and Skills and the TfL Commissioner in September.

The terms of reference for the review referred to the possibility of services terminating at Old Oak Common. I set out the implications of this for the Elizabeth line. Termination of HS2 service at Old Oak would mean the Elizabeth line would be full by the time it reached central London, fundamentally undermining the benefits of the Elizabeth line, but even Euston's current Tube connections will not be able to cope with a fully built HS2, which is why they need Crossrail 2.

Similarly, if there is no Old Oak Common station then the Victoria and Northern lines will not be able to cope with the passenger demand at Euston. Having stations at Old Oak and Euston will ensure HS2 brings much-needed relief to many commuter lines into London by freeing up capacity and enabling more regional services from stations such as Watford Junction and Milton Keynes. HS2 will also regenerate large areas of London. The Opportunity Areas at Old Oak Common and Euston have the potential for 95,000 jobs and 27,000 homes. Without HS2, this growth would be at risk.

I suggested that the review team should look at the speed of the new service as a lower-speed scheme could deliver many of the benefits at a lower cost. Rather than speed the focus should instead be on creating new capacity, not least to provide relief to the existing crowded service out of Euston and King's Cross. My team are continuing to work with the DfT and HS2 to support their considerations around how to reduce costs while still achieving the results that London needs.

Dr Onkar Sahota AM: Thank you, Mr Mayor, for that answer. In July 2019 Liz Peace [CBE], the Chair of the OPDC, said,

"If we do not have HS2 it would put a whole different complexion on what we can do at Old Oak, especially in the next ten to 20 years. In my personal view, it would probably set back the regeneration of that area of London by about 20 years."

Do you agree with Liz that the current plans for Old Oak do not work if HS2 is cancelled?

Sadiq Khan (Mayor of London): The Chair of OPDC is absolutely right. If the Government decides not to have a station at Old Oak we have to, in my view, re-look at the development at Old Oak Common because the jobs and the homes are contingent upon improved infrastructure. If there is no station there that leads to a limited improvement in infrastructure.

Dr Onkar Sahota AM: Supposing the terminus becomes HS2 and it says Old Oak rather than Euston, what is the impact of that?

Sadiq Khan (Mayor of London): No, we need both. As I said in my answer to your original question, Euston needs a new station there for a variety of reasons, including the Elizabeth line. One of the reasons we are concerned about the current Euston plans is that it would redevelop it all at the same time. We need Crossrail 2 as well because any gains made from one line are lost unless we can improve capacity. My focus with HS2 is less on speed, more on the capacity increase. There should be a station at Euston and Old Oak Common. We cannot have one without the other.

Dr Onkar Sahota AM: Great. Thank you, Mr Mayor.

Questions to the Mayor

17 October, 2019

ANSWERED QUESTIONS PAPER

Subject: MQT on 17 October, 2019
Report of: Executive Director of Secretariat

Delivering Promises

Question No: 2019/19744

[Gareth Bacon](#)

How are you ensuring you can deliver on your promises?

Answer for Delivering Promises

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Violence Reduction Unit (VRU)

Question No: 2019/19804

[Susan Hall](#)

Which examples of best practice from other VRUs across the country have informed and continue to inform the operation of the London VRU?’

Violence Reduction Unit (VRU)

[The Mayor](#)

Last updated: 22 October, 2019

The safety and security of London is my top priority. That’s why I’m making sure that we’re doing all we can in London to be tough on crime as well as the causes of crime.

As part of this approach, we set up London’s first Violence Reduction Unit last year, which is working to reduce violence and to put communities and young people at the heart of tackling this problem. We’re working in partnership with key public sector bodies, including the police, the probation services, local authorities, the NHS and schools.

One of the most critical partnerships we have is with the communities that are most affected. Over the last six months, the London VRU has made a huge effort to listen to their experiences, which is helping to focus our efforts.

As we were the first in England and Wales to establish a VRU, it's new units from across the country that have been keen to speak to us in London. For example, we've been happy to give advice and guidance to the West Midlands and West Yorkshire. However, we're always looking to learn from best practice. So, the VRU team has visited:

- Thames Valley to hear about the 'Reading Model', which uses advanced data analytics.
- Northamptonshire, where they're taking a holistic approach to offender management.
- And Public Health Wales to hear about their analysis of Advice Childhood Experiences.

The London VRU has also been in contact with academics in the United States and is learning from what's happening in New York City and Chicago. This alongside the fact-finding mission to Glasgow earlier this year.

London is much bigger and has greater community diversity than Glasgow, but the city has implemented initiatives we can learn from. Amongst other things, the visit confirmed the importance of the negative impact of school exclusions and how important role models and mentoring can be.

Our VRU in London is starting to do some fantastic work, prioritising crime prevention with funded programmes now in place. These cover:

- reducing school exclusions
- expanding after-school provision
- investing in youth workers
- and supporting young people affected by domestic violence.

We know the best time to stop violent crime is before it starts - even with the backdrop of devastating cuts from the Government, we'll continue to do all we can in London to invest in our young people and to expand opportunity for all.

Silvertown Tunnel (1)

Question No: 2019/19590

[Caroline Pidgeon](#)

Has TfL investigated whether implementing a toll on the Blackwall tunnel could also improve resilience by preventing blockages by, for example, preventing over-height vehicles from registering for the toll system?

Answer for Silvertown Tunnel (1)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Silvertown Tunnel (2)

Question No: 2019/19591

[Caroline Pidgeon](#)

Following the delays to the opening of Silvertown Tunnel will you now reconsider your refusal to implement and evaluate an experimental toll at Blackwall Tunnel before moving forward with the Silvertown scheme?

Silvertown Tunnel (2)

[The Mayor](#)

Last updated: 22 October, 2019

As explained in my response to Mayor's Question 2019/14183, Transport for London (TfL) has already assessed the option of introducing user charges at Blackwall without providing the Silvertown Tunnel. This proposal would have only a limited impact in addressing the serious congestion on the approaches to the crossing, would not resolve the significant issues with poor reliability, and would not enable a step change in cross river bus connectivity. The Silvertown Tunnel, with associated user charging proposals and improved bus services, is the best means of addressing the issues of congestion, poor reliability, and lack of resilience at the Blackwall Tunnel, and the consequential impacts on travel, the economy and the environment across a wide area of south and east London.

London cannot afford to wait any longer to see it delivered and, now the legal suspension on awarding the contract has been lifted, I expect no further delays in progressing this vitally important project.

Silvertown Tunnel (3)

Question No: 2019/19592

[Caroline Pidgeon](#)

A constituent has asked me to raise the following question: "Given that, in its initial examination of options for the Silvertown crossing, TfL falsely concluded that it was not possible for a charge-only scheme to fully remove congestion at Blackwall - and therefore did not examine this option in detail - will you now fully evaluate (in terms of value for money, air quality improvement, and carbon reduction) the option of implementing the minimum charge at Blackwall necessary to remove congestion, and investing the toll income in schemes that improve health, reduce air pollution, and reduce carbon emissions - and to compare that option to the assessed case, and open that comparison to public scrutiny, before signing any contract?"

Silvertown Tunnel (3)

[The Mayor](#)

Last updated: 22 October, 2019

The scheme has already been subject to a rigorous and transparent process to demonstrate its merits against all the other potential alternatives.

Transport for London's (TfL) detailed modelling demonstrates that introducing a charge at Blackwall without providing an alternative route would have only a limited impact in addressing the serious congestion on the approaches to the crossing, would not resolve the significant issues with poor reliability and would not enable a step change in cross river bus connectivity. Furthermore, simply increasing the charges further to try and reduce demand would result in the dispersal of a significant proportion of the traffic onto the surrounding network, thereby exacerbating congestion and poor air quality elsewhere. It would also have a significant adverse impact on the operation of adjacent river crossings, both of which have considerably lower capacity than the Blackwall Tunnel.

Silvertown Tunnel (4)

Question No: 2019/19593

[Caroline Pidgeon](#)

Unlike the Rotherhithe pedestrian and cycle bridge the Silvertown road tunnel was not set out in your 2016 manifesto. Considering the delays that are already taking place in commencing the Silvertown Tunnel will you consider asking TfL to delay signing any contract to build Silvertown until after the 2020 mayoral election to ensure that the people who will pay for the tunnel, and who will have to live with it, get a say on whether it is built or not?

Silvertown Tunnel (4)

[The Mayor](#)

Last updated: 22 October, 2019

The current problems at the Blackwall Tunnel cannot be allowed to continue. The Silvertown Tunnel is the best way to resolve these problems, and London cannot afford to wait any longer to see it delivered.

Transport for London has already spent significant time developing the scheme in close consultation with stakeholders and the public, including users and local residents. The scheme was subject to a six month public examination as part of the Development Consent Order process.

Now the legal suspension on awarding the contract has been lifted, I expect no further delays in progressing this vitally important project.

Silvertown Tunnel (5)**Question No: 2019/19594**[Caroline Pidgeon](#)

Has TfL made any estimate of the minimum level of toll that would be needed to fully remove congestion at the Blackwall Tunnel? If so, how would this toll compare to the proposed toll in the 'assessed scheme' of the Silvertown Tunnel project. Has any assessment also been made of the level of re-routing that tolling on either crossings would create?

Silvertown Tunnel (5)[The Mayor](#)

Last updated: 22 October, 2019

The option of tolling the Blackwall Tunnel and not constructing the Silvertown Tunnel has been assessed. Even at charges equivalent to those developed for the Silvertown Tunnel 'assessed case', the modelling shows that demand would increase at adjacent, less suitable river crossings such as the Woolwich Ferry and the Rotherhithe Tunnel, which are both already congested. Simply increasing the charges further would lead to even more traffic re-routing from Blackwall, bringing unacceptable levels of congestion and worse air quality to other areas of London.

Blackwall Tunnel**Question No: 2019/19595**[Caroline Pidgeon](#)

How long would it take TfL to implement a user charge on the Blackwall Tunnel, if you instructed them to do so immediately?

Blackwall Tunnel[The Mayor](#)

Last updated: 22 October, 2019

While this depends on a number of factors, Transport for London expects it would take at least two and a half years to implement a user charge on the Blackwall Tunnel, if I were to instruct them to do so. This includes time to develop a charging scheme, undertake appropriate impact assessments, consult with interested parties, obtain the necessary approvals and secure the legal powers. It could take substantially longer should, for example, a public inquiry be required to consider the proposals.

Disparity between NIMI Reports & KSIs reported by TfL (1)**Question No: 2019/19596**[Caroline Pidgeon](#)

In your response to Question 2019/17345 you report that bus operators only filed 144 NIMI (Notification into a Major Investigation) reports in 2018 when an analysis of TfL's bus safety data for the same period shows 756 KSI resulting from bus safety incidents. Can you explain this huge difference?

Answer for Disparity between NIMI Reports & KSIs reported by TfL (1)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Disparity between NIMI Reports & KSIs reported by TfL (2)**Question No: 2019/19597**[Caroline Pidgeon](#)

Further to your response to Question 2019/17345, you stated: "That the main cause of NIMs was due to collisions with pedestrians, which caused 36 NIMIs". A review of TfL's bus safety data shows 58 bus collisions with pedestrians which resulted in KSIs. Can you explain why TfL reported 58 KSIs from bus collisions involving pedestrians, but only 36 NIMIs were produced by the bus operators?

Answer for Disparity between NIMI Reports & KSIs reported by TfL (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Quality of Bus Operator Investigations of Bus Crashes**Question No: 2019/19598**[Caroline Pidgeon](#)

Analysis of TfL's July, September and October 2017 "Lessons Learned" reports released under Question 2017/4209 based on data taken from bus operator NIMI (Notification and Investigation of Major Incidents) submissions reveals that over 90% of the investigations of KSI collisions between pedestrians/cyclists and buses resulted in an "unexplained" result. Do you have confidence that bus operators are competently investigating KSI crashes involving their buses?

Answer for Quality of Bus Operator Investigations of Bus Crashes[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Bus Crash Investigation Investigations and Vision Zero

Question No: 2019/19599

[Caroline Pidgeon](#)

In response to Question 2016/3564, you stated “Although TfL is not given copies of operator investigations into serious incidents on the network, it is provided with the outcomes of these inquiries so it can ensure they are appropriately considered and dealt with.” Do you think TfL should be receiving copies of bus operator investigations in line with your Vision Zero Programme?

Answer for Bus Crash Investigation Investigations and Vision Zero

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Accuracy of TfL’s Bus Safety Data

Question No: 2019/19600

[Caroline Pidgeon](#)

TfL’s “Analysis of bus collisions and identification of countermeasures” report published in October 2018 and the basis for TfL’s ‘world leading bus safety standard’ states: “Only initial information relating to incidents is provided to TfL by bus operating companies on a prima facie basis. Incident investigations are carried out by the operating companies involved who retain resultant information. Incident investigations are carried out by the operating companies involved who retain resultant information.” If TfL only receives initial bus safety incident data and doesn’t retain investigation data, how can the data TfL bases policy decisions on and publishes for public scrutiny be considered accurate?

Answer for Accuracy of TfL’s Bus Safety Data

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

‘World Leading’ Bus Safety Standard and International Bus Benchmarking Group Data

Question No: 2019/19601

[Caroline Pidgeon](#)

According to the latest International Bus Benchmarking Group data you provided in response to 2019/17335, London ranks in the bottom third of its 15 world city peer group

with collisions above average and shows a worsening performance. Since London consistently ranks below its world city peers in bus safety, will you instruct TfL officers to stop using 'world leading' to describe its bus safety programme at the current time?

'World Leading' Bus Safety Standard and International Bus Benchmarking Group Data

[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) and I are acutely aware of the number of bus casualties in London, and we know that this problem requires pioneering solutions. It is to these solutions that the term "world-leading" refers to, rather than safety performance. I recognise there is a long way to go to reach my Vision Zero objective of no-one being killed on or by a bus by 2030 and ensuring London's safety record compares much better with those of other world cities.

We should acknowledge that TfL has taken a radical step forward. It has mandated safer vehicle technologies and designs which are starting to appear on our streets, and we know from testing they will make a very real difference to reducing the number of casualties and the severity of injuries. Our roads will become progressively safer as more vehicles meeting the higher standard come in. I hope that in the future, rather than looking to compare better with other cities, other cities will want to compare better with us.

False Statement about the outcome of First Group Fatigue Audit IA 17780 made by TfL's MD for Surface Transport to 26 June 2017 SSHR Panel

Question No: 2019/19602

[Caroline Pidgeon](#)

The 26 June 2017 minutes of the SSHR (Safety Sustainability and HR) panel record the former Managing Director for Surface Transport making an inaccurate statement about the outcome of the First Group Fatigue Audit. Was there any investigation or action taken following this statement?

Answer for False Statement about the outcome of First Group Fatigue Audit IA 17780 made by TfL's MD for Surface Transport to 26 June 2017 SSHR Panel

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Bus Safety Performance Index**Question No: 2019/19603**

Caroline Pidgeon

Further to Question 2019/12010 I have located a “Bus Safety Performance” Index page on the TfL’s website <http://content.tfl.gov.uk/bus-network-safety-performance-index-p1-2019-20.pdf> which shows that TfL’s bus operation is consistently landing in the “green zone” which, presumably means safe performance. However, an analysis of TfL’s own deaths and serious injury data associated with its bus operation shows no improvement whatsoever since 2016. Was the creation and publishing of TfL’s bus safety performance Index subject to any independent audit?

Answer for Bus Safety Performance Index

The Mayor

Last updated: 22 October, 2019

Officers are drafting a response

London Transport Museum**Question No: 2019/19604**

Caroline Pidgeon

Currently TfL staff and nominees are entitled to visit the London Transport Museum for free. Is this something you would consider extending to staff across the GLA group?

London Transport Museum

The Mayor

Last updated: 22 October, 2019

The London Transport Museum is a charity and subsidiary company of Transport for London (TfL). TfL provides grant-in-aid to the Museum of £3.1m this year. This figure has decreased over recent years as Government funding for TfL has become less certain. In order to continue to invest in improving its offer, and in order to fund major work on the roof structure, the museum has had to significantly increase self-generated income through admissions, corporate support, the Hidden London tour programme and trading. This income is vital to support the museums work to inspire more people – and a more diverse group of people – into the transport industry to help close the significant skills gap currently predicted for the future.

In these challenging financial circumstances, it is not possible to extend free admission to the wider GLA staff group.

Meetings with Met staff associations (1)**Question No: 2019/19605**[Caroline Pidgeon](#)

Please state the meetings that the Commissioner of the Metropolitan Police Service has held with the different Met staff associations since 10th April 2017.

Answer for Meetings with Met staff associations (1)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Meetings with Met staff associations (1)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Meetings with Met staff associations (2)**Question No: 2019/19606**[Caroline Pidgeon](#)

Please state the meetings that you have held with the different Met staff associations since May 2016.

Answer for Meetings with Met staff associations (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Meetings with Met staff associations (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Dial-a-Ride**Question No: 2019/19607**[Caroline Pidgeon](#)

Please publish a table showing for each day in 2019 the average waiting time for calls to Dial-a-Ride's centralised call centre, and the waiting times for peak and off-peak periods, the number of calls abandoned, and the total number of calls received each day.

Dial-a-Ride[The Mayor](#)

Last updated: 22 October, 2019

A table is attached providing a breakdown of this information.

Transport for London is currently recruiting and training additional staff which it hopes will reduce waiting times and the number of abandoned calls.

Licensing of private hire operators**Question No: 2019/19608**[Caroline Pidgeon](#)

A constituent has requested that I raise the following question with you:

Given that TfL has never undertaken a risk assessment when licensing operators who use apps to dispatch bookings to TfL licensed drivers when the vehicle is moving; and the interaction with a mobile phone, including reading text addresses when accepting an app booking causes driver distraction; and that TfL has failed to implement advanced driving tests for private hire drivers by the summer of 2017, do you think TfL Taxi and Private Hire is failing in its duty to protect road users? What changes will you implement to address these concerns?

Answer for Licensing of private hire operators[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Rotherhithe to Canary Wharf bridge**Question No: 2019/19609**[Caroline Pidgeon](#)

Please publish in full, including a breakdown of each major item of expenditure, TfL's estimates of the cost of a Rotherhithe to Canary Wharf bridge.

Rotherhithe to Canary Wharf bridge[The Mayor](#)

Last updated: 22 October, 2019

Following the Transport Committee session on 19 July, attended by Heidi Alexander, my Deputy Mayor for Transport, Transport for London (TfL) provided to the Committee a breakdown of the costs for the bridge, which are set out below. The session on 19 July also included a detailed discussion on how the costs were produced and the process of engagement TfL conducted with industry to verify the estimates were robust. It would not

be appropriate to share an item-by-item breakdown of expenditure, as although the bridge option has been paused, it may be something that is reconsidered in future. If the circumstances were to change, TfL would want to ensure best value for the public sector.

**Concept design for
central lifting
bridge @ 12m
height**

	May 2019 Estimate	Comments
Construction costs	£183m	Lifting bridge on latest alignment, including 90m high towers, 550m approach spans, 171m main span, landscaping and public realm works to Durand's Wharf, concrete ship impact protection with eco concrete details.
Indirect costs	£43m	Design, surveys, supervision and associated costs
Risk	£91m	Allowance on construction, indirect costs and inflation at 40 per cent in accordance with Treasury & TfL guidance
Land (including risk)	£46m	
Inflation	£100m	Based on the latest BCIS indices of the Royal Institution of Chartered Surveyors
Point estimate outturn prices	£463m	
Range	£370m to £602m	A cost range of -20 per cent to +30 per cent has been applied based on design maturity and market sounding

Woolwich Ferry (1)

Question No: 2019/19610

[Caroline Pidgeon](#)

I have seen figures showing that the total availability of the two new Woolwich ferries has been as low as 53% in June 2019. What steps are being taken to ensure this poor performance is improved?

Answer for Woolwich Ferry (1)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Woolwich Ferry (2)**Question No: 2019/19611**[Caroline Pidgeon](#)

I understand that on the 29th and 30th May 2019 the Ben Woolcott Woolwich ferry was unavailable with the reason being 'Hybrid trials'. Can it be clarified why such trials only took place on these dates and does the existence of such trials on these dates mean that the boat was not operating in hybrid mode from the date it started to operate?

Answer for Woolwich Ferry (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Woolwich Ferry (3)**Question No: 2019/19612**[Caroline Pidgeon](#)

Please state which days either the Ben Woolcott or the Dame Vera Lynn ferries have not operated fully in hybrid mode since they were brought into operation?

Answer for Woolwich Ferry (3)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Improving safety in private hire vehicles**Question No: 2019/19613**[Caroline Pidgeon](#)

Further to your reply to Mayoral Question 2019/3941 when will TfL complete its full consideration of Department for Transport proposals and by what date will TfL decide whether to proceed with an advanced driving test?

Improving safety in private hire vehicles[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) will await the results of the Government's consultation on statutory guidance for national minimum standards before deciding on its next steps. This is to ensure that TfL is aligned with the Government's statutory guidance.

The consultation ran from 12 February 2019 to 22 April 2019 and the Government has indicated that it will publish the results in autumn/winter 2019.

Lifts not operating at London Underground stations**Question No: 2019/19614**[Caroline Pidgeon](#)

Please list the dates, length of time of closure, and the name of the Underground Station for which each lift was out of service solely due to an absence of trained members of staff during 2019.

Answer for Lifts not operating at London Underground stations[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Closure of police stations**Question No: 2019/19615**[Caroline Pidgeon](#)

I have been contacted by a Southwark constituent who wishes to know what problems you expect the ward-based local police teams, especially in Saint George's ward in Southwark, to face following your decision to close both Kennington and Borough police stations?

Answer for Closure of police stations[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Closure of police stations[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Redevelopment of the former Woodlands and Masters House**Question No: 2019/19616**[Caroline Pidgeon](#)

I have been contacted by a Lambeth constituent who wishes to know whether you regret the decision to allocate public money to underwrite the unpopular planning application for the redevelopment of the former Woodlands and Masters House, in Kennington, where just 24 out of the 258 units proposed will be "affordable" rent units.

Answer for Redevelopment of the former Woodlands and Masters House[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Wrightbus in administration (1)

Question No: 2019/19617

[Caroline Pidgeon](#)

Following Wrightbus going into administration, what assurances does TfL have that London's new Routemasters will continue to be properly maintained?

Wrightbus in administration (1)

[The Mayor](#)

Last updated: 22 October, 2019

Most day-to-day maintenance is carried out by the bus operators. This will continue as before, with many vehicle parts previously sourced from Wrightbus available through alternative suppliers. Transport for London and its bus operators are currently working with the administrators over the level of support available from the manufacturer and how to obtain more specific parts. The position will become clearer over the coming weeks.

Wrightbus in administration (2)

Question No: 2019/19618

[Caroline Pidgeon](#)

The world's first hydrogen powered double deck buses are due to start running in London next year but were to be built by Wrightbus. What steps will TfL take to ensure that these ground-breaking buses are still built?

Answer for Wrightbus in administration (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Hydrogen powered buses and the EU (1)

Question No: 2019/19619

[Caroline Pidgeon](#)

Of the £12 million funding for London's new hydrogen powered double deck buses, £5 million comes from the EU. When these buses come into service, what steps will you take to recognise the EU's significant contribution?

Answer for Hydrogen powered buses and the EU (1)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Hydrogen powered buses and the EU (2)

Question No: 2019/19620

[Caroline Pidgeon](#)

How much funding for hydrogen powered buses has come from the EU in the past?

Answer for Hydrogen powered buses and the EU (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Bus operators and stress management

Question No: 2019/19621

[Caroline Pidgeon](#)

Will you ensure that all bus operators have a stress management standard and carry out stress risk assessments of their drivers?

Answer for Bus operators and stress management

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

The London Plan and electric charging points

Question No: 2019/19622

[Caroline Pidgeon](#)

In response to Question 2018/0027 in May 2018 you stated:

“Policy T6.1 in the new draft London Plan introduces a new measurable requirement for 20% of parking spaces in new residential developments to have active charging facilities. It is also one of my Chief Digital Officer’s actions for his forthcoming London Office of Technology and Innovation to investigate this issue”.

What steps have been taken by the Chief Digital Officer on this front? Are you now able to effectively monitor the implementation of this requirement?

The London Plan and electric charging points

[The Mayor](#)

Last updated: 22 October, 2019

In order to effectively monitor the implementation of draft London Plan Policy T6.1, the London Development Database (LDD) is updating its technical planning data standard to include the number and type of charge points proposed for a development. This is currently out for agreement by Borough Leaders. Subject to this agreement, the ongoing LDD automation project will automate the collection of this data and allow it to be more accessible to all Londoners from spring 2020.

Alongside this work, the London Office of Technology and Innovation has been involved in trials of novel electric vehicle charge point solutions and continues to facilitate wider discussions with local authorities on the role of smart infrastructure, including charging infrastructure.

Dedicated charging points for electric taxis – update (1)

Question No: 2019/19623

[Caroline Pidgeon](#)

Please state how many dedicated rapid charging points for taxis exist in (a) central London, (b) inner London, and (c) outer London?

Answer for Dedicated charging points for electric taxis – update (1)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Dedicated charging points for electric taxis – update (2)

Question No: 2019/19624

[Caroline Pidgeon](#)

What is the ratio of dedicated charging points for electric taxis?

Answer for Dedicated charging points for electric taxis – update (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Dedicated charging points for electric taxis – update (3)

Question No: 2019/19625

[Caroline Pidgeon](#)

How many dedicated charging points for electric taxis exist at Heathrow?

Answer for Dedicated charging points for electric taxis – update (3)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Support for black cab drivers with mental health problems**Question No: 2019/19626**[Caroline Pidgeon](#)

What support does TfL offer to black cab drivers suffering from work-related mental health problems? What more could you do as Mayor?

Support for black cab drivers with mental health problems[The Mayor](#)

Last updated: 22 October, 2019

I take the health and wellbeing of all black cab drivers very seriously. I would encourage any drivers suffering from mental health concerns to seek the appropriate professional support.

As the licensing authority and regulator for London's taxi and private hire services, Transport for London (TfL) has raised awareness of the importance of health and wellbeing through communications with the trade. It has created a web page to provide licensees with information about organisations that can provide help, support and advice:
www.tfl.gov.uk/info-for/taxis-and-private-hire/licensing/health-and-wellbeing.

TfL is also arranging a forum later this year to further raise awareness of the support and services, offered by a range of specialist organisations, available to licensees and to discuss what more can be done to support taxi and private hire drivers.

Crossrail Ombudsman**Question No: 2019/19627**[Caroline Pidgeon](#)

Do you know how many cases, year by year, has the Crossrail Ombudsman dealt with since it was established?

Crossrail Ombudsman[The Mayor](#)

Last updated: 22 October, 2019

The Crossrail Complaints Commissioner's role and remit is to independently, impartially and fairly investigate any complaint arising during the construction phase, where it is alleged that a matter raised by a complainant has not been satisfactorily addressed.

Please see a table setting out the complaints received, accepted and resolved by year attached.

Table 1: Summary of all Complaints received, determination of their handling for the last eight reporting years

01 April - 31 March for financial year:	Cases received by Complaints Commissioner	Cases accepted and resolved	Cases accepted but unresolved on 31 March each year	Cases not accepted: not sent to Crossrail Helpdesk first
2011/12	24	5	0	19
2012/13	31	7	1	23
2013/14	25	7	2	16
2014/15	29	10	1	18
2015/16	29	4	3	22
2016/17	26	2	3**	14
2017/18	22	0	2	20
2018/19	12	0	0	12

** In addition, two cases remained open from FY 2015-2016

Claims against Crossrail

Question No: 2019/19628

[Caroline Pidgeon](#)

How many (a) individuals and (b) businesses have signed a liability waiver for damages having made a claim against Crossrail?

Answer for Claims against Crossrail

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Earl's Court Masterplan (1)

Question No: 2019/19629

[Caroline Pidgeon](#)

Please provide any updates on TfL's work on this front, in the light of Hammersmith and Fulham Council's Cabinet agenda item about their CPO strategy?

Answer for Earl's Court Masterplan (1)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Earl's Court Masterplan (2)

Question No: 2019/19630

[Caroline Pidgeon](#)

Given the long and ongoing delays to substantive work on this site, has TfL looked at what uses the site could be put to on a temporary basis?

Answer for Earl's Court Masterplan (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Bakerloo Line extension at New Cross Gate

Question No: 2019/19631

[Caroline Pidgeon](#)

What is TfL's view of the proposals by Sainsbury's and Mount Anvil for developing the site adjacent to New Cross Station? Are those proposals compatible with TfL's plans to create a new Bakerloo line station in the vicinity?

Bakerloo Line extension at New Cross Gate

[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) understands that Sainsbury's and Mount Anvil are preparing to submit a Planning Application for their site at New Cross Gate. The site lies on the west side of the existing New Cross Gate rail station. TfL is unable to comment on the detail of any proposal until an application is submitted; however I can confirm that this site has been identified as a core requirement for the planned Bakerloo line extension to Lewisham, and potentially beyond.

The current public consultation on the Bakerloo line extension (BLE) launched on 14 October. It shows this site is required for a new station and for the main tunnelling worksite that is needed to construct the whole scheme. Any proposal that prevented TfL's use of the site for the BLE could threaten the scheme's delivery, and Sainsbury's and Mount Anvil have been made aware of this. At Sainsbury's and Mount Anvil request, TfL has investigated alternative worksite and station options, however these have been discounted due to significant impacts on cost, risk, works duration and ultimately, deliverability of the BLE scheme.

Metropolitan Line signalling problems**Question No: 2019/19632**[Caroline Pidgeon](#)

In September there were severe delays and train shortages on the Metropolitan Line, related to the introduction of the new signalling system. What was the cause of these problems and could they have been avoided by better planning?

Answer for Metropolitan Line signalling problems[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Northern Line signalling problems**Question No: 2019/19633**[Caroline Pidgeon](#)

On 4th September there were such severe signalling problems on the Northern Line that it had to be suspended. What was the cause of these problems? What measures have been put in place to prevent a repeat?

Northern Line signalling problems[The Mayor](#)

Last updated: 22 October, 2019

The disruption was caused by a power outage in London Underground's Northern line control centre, which affected the signalling and communications systems. London Underground's engineers worked hard to resolve this quickly, and services were fully restored ahead of the evening peak.

The power unit that led to this failure has now been replaced and will be upgraded by early next year, which will improve reliability.

Oyster weekly cap (1)**Question No: 2019/19634**[Caroline Pidgeon](#)

In response to 2019/2085 in February this year, you stated that TfL and rail operators were finalising plans to roll out the weekly cap to London Underground and rail services in Spring 2019. Please can you explain the delay and state when the roll out will happen?

Oyster weekly cap (1)[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) has been technically ready to launch Weekly Capping since December 2018, and did so on Bus and Tram services where TfL is in full control of the fares.

Train Operating Companies are seeking access to more extensive data in exchange for agreeing to the introduction of Weekly Capping for Oyster customers. TfL is working with them to establish a legal basis under which it can share additional data. It will not be possible to confirm a date until this process has been completed and the Information Commissioner's Office has been consulted.

Oyster weekly cap (2)

Question No: 2019/19635

[Caroline Pidgeon](#)

At present, the weekly cap covers a set period of Monday to Sunday. Would you consider introducing a weekly cap on a rolling basis, so that the first day of the week for the purposes of the cap for any individual user could start on any day?

Answer for Oyster weekly cap (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Road safety (1)

Question No: 2019/19636

[Caroline Pidgeon](#)

Further to the response to question 2019/14172, can you confirm whether TfL has carried out reviews to identify other junctions on the Transport for London Road Network which share similar characteristics to the one where Lucia Ciccioli was killed?

Answer for Road safety (1)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Road safety (2)**Question No: 2019/19637**[Caroline Pidgeon](#)

Further to the response to question 2019/14172, are there plans to reduce risks at other junctions on the Transport for London Road Network that share similar design flaws to the one where Lucia Ciccioli was killed?

Answer for Road safety (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Road safety (3)**Question No: 2019/19638**[Caroline Pidgeon](#)

Further to the response to question 2019/14172, as part of your Vision Zero strategy will TfL publish an improvement programme, including timelines, to tackle acknowledged junction design flaws?

Answer for Road safety (3)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Missing children and the British Transport Police**Question No: 2019/19639**[Caroline Pidgeon](#)

How is the Met Police working with the British Transport Police to keep missing children safe?

Missing children and the British Transport Police[The Mayor](#)

Last updated: 22 October, 2019

The Metropolitan Police Service (MPS) share investigative appeals to locate missing children with the British Transport Police (BTP) on a daily basis. They are also piloting Operation Compass, a joint intelligence led operation to reduce risks to exploited children and have worked together to safeguard individuals exploited through County Lines by working with the Rescue and Response project. At a strategic level, the Met facilitates effective partnership working with the BTP through the London Vulnerability Leads Forum and the NPCC Missing Persons working group.

Digital forensics (1)**Question No: 2019/19640**[Caroline Pidgeon](#)

Please state the current average timescales for investigations using (a) the central digital forensics function and (b) Online Child Sexual Abuse and Exploitation (OCSAE).

Answer for Digital forensics (1)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Digital forensics (2)**Question No: 2019/19641**[Caroline Pidgeon](#)

What steps are being taken to speed up the response of (a) the central digital forensics function and (b) Online Child Sexual Abuse and Exploitation (OCSAE)?

Answer for Digital forensics (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Digital forensics (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Links between animal cruelty, child abuse and domestic violence**Question No: 2019/19642**[Caroline Pidgeon](#)

Research suggests clear links between animal cruelty, child abuse and domestic violence. What protocols are there in London for cross-reporting between the police, child and animal protection agencies?

Answer for Links between animal cruelty, child abuse and domestic violence[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Links between animal cruelty, child abuse and domestic violence[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Climbing wall at Crystal Palace National Sports Centre**Question No: 2019/19643**[Caroline Pidgeon](#)

Mount Palace, the operators of the climbing wall at the sports centre have made strenuous efforts to engage with the GLA over its future operation but have not had a response. The GLA seems to have no interest in their proposal. Please can you ensure that GLA Land and Property will engage with Mount Palace and give their proposal serious consideration?

Climbing wall at Crystal Palace National Sports Centre[The Mayor](#)

Last updated: 22 October, 2019

Consultation and engagement work with National Sports Centre (NSC) users over the past 18 months has gathered suggestions and ideas about the future use and development of the NSC, especially in relation to encouraging active lifestyles and wider participation in sports.

Mount Palace and their users have been engaged through this process. Officers from my Regeneration and Economic Development team have previously met with the Mount Palace operators to discuss their ambitions for the future of the climbing club, most recently in late September. My officers have also previously shared with Mount Palace potential funding opportunities for their community programme and will continue to keep them informed of project progress.

As work continues, further consultation with key stakeholders, park and NSC users will inform what facilities are required to best support the future of the centre, so it continues to serve the needs of sporting and local communities.

London Latin Community**Question No: 2019/19644**[Caroline Pidgeon](#)

Will you agree to meet with representatives of the London's Latin community during Amigo month to discuss matters of concern, especially relating to developments at Seven Sisters?

London Latin Community[The Mayor](#)

Last updated: 22 October, 2019

In February this year the Secretary of State confirmed a CPO relating to the Seven Sisters regeneration scheme, which includes the indoor market known as the Latin Village. A claim challenging this decision was recently heard on the 8 and 9 October. In view of the current legal proceedings I think it would be inappropriate for me to discuss the developments at Seven Sisters.

The Latin Village is unique and I am pleased the Seven Sisters regeneration programme includes providing the indoor market traders with a new home on the same site it occupies now. If and when the scheme goes ahead, I encourage the council to do all it can working with the traders to make the new market just as unique.

Flood risks in London

Question No: 2019/19645

[Caroline Pidgeon](#)

The London Assembly Environment Committee in April 2014 published a report which contained the recommendation: "The operation of the Barrier and expectations for future upgrades should be reviewed in light of the record number of closures required in the winter of 2013/14." Please set out what steps are currently being undertaken to assess the need of a replacement or a new Thames Barrier to prevent flooding in London.

Flood risks in London

[The Mayor](#)

Last updated: 22 October, 2019

The Thames Estuary 2100 (TE2100) Plan puts in place the strategy for managing tidal flood risk in the Thames estuary out to 2100. The Plan responds to different scenarios for sea level risk and other projected changes to the climate and weather. The current plan, accounts for recently announced forecasts in sea level rise, which say it could rise up to 2.3 metres by 2100. The Environment Agency developed the Plan and is responsible for managing flooding in London and the rest of England.

The TE2100 Plan predicts a new Thames Barrier will be needed in the 2070s. The Plan is undergoing a 10-year review in 2020 where the latest monitoring data and evidence will be used to re-assess the timeline for a new barrier, and to ensure the Plan remains fit for purpose to protect London in future. My officers will work with the Environment Agency to support this review. I have also been working closely with the Environment Agency, who own and operate the existing Thames Barrier to safeguard sites outside of London for a future barrier. Together with the Environment Agency and Port of London Authority I have successfully called on Thurrock Council to safeguard land for the barrier whilst allowing for redevelopment in the area.

Canada Water Masterplan (1)**Question No: 2019/19646**[Caroline Pidgeon](#)

TfL acknowledges that Canada Water and Surrey Quays stations are both operating either at capacity, or above comfortable maximum capacity.

TfL's own passenger modelling analysis predicts that planned transport infrastructure improvements in the area such as the opening of the Elizabeth Line and improvements in the Overground service will barely be sufficient to deal with projected background growth in passenger numbers. By 2031, it is predicted that even with these improvements, Canada Water station will experience similar levels of overcrowding to today, with crowding above maximum capacity again.

Can you explain why TfL indicated to Southwark Council that the Canada Water Masterplan should go ahead, despite being a scheme that will add 20-30,000 additional commuters into the area and approximately 3,500 new residents. With tube and Overground services already operating at capacity and predicted to continue to do so by 2031, how will these additional passengers be accommodated?

Canada Water Masterplan (1)[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) has been working closely with Southwark Council to understand the transport issues at Canada Water, in order to develop a package of mitigation measures that support the growth aspirations for the Opportunity Area. These aspirations were previously set out in the Council's Area Action Plan and the draft London Plan.

TfL has helped secure over £30m for local transport enhancements as part of the development's mitigation package, including improvements to Canada Water and Surrey Quays stations, over and above substantial borough and Mayoral Community Infrastructure Levy payments. This package, coupled with wider improvements such as the Elizabeth line and improvements to the East London Line, will ensure that the development can be accommodated while not worsening current levels of crowding. TfL is also working on proposals to increase the capacity of the Jubilee line by increasing peak frequency from 30 to 32 trains per hour in the central section.

Canada Water Masterplan (2)**Question No: 2019/19647**[Caroline Pidgeon](#)

What assurances can you provide that the Canada Water Masterplan, which TfL officers chose not to challenge could potentially be a contravention of the London Plan (6.3B) which states that *"Where existing transport capacity is insufficient to allow for the travel generated by proposed developments and no firm plans exist for an increase in capacity to*

cater for this, boroughs should ensure that the development proposals are phased until it is known these requirements can be met, otherwise they may be revoked."

Canada Water Masterplan (2)

[The Mayor](#)

Last updated: 22 October, 2019

Please see my answer to question Mayor's Question 2019/19646.

Transport for London and GLA officers consider that with the mitigation package agreed, coupled with wider improvements such as the Elizabeth line and capacity improvements on the East London line and Jubilee line, the Canada Water Masterplan can be accommodated without worsening crowding. Firm plans do exist for an increase in capacity to cater for the development. As such, the development does not contravene London Plan policy 6.3B. This conclusion was supported by Southwark officers and members of the Council's planning committee, who voted unanimously to approve the development.

Jubilee Line (1)

Question No: 2019/19648

[Caroline Pidgeon](#)

It was reported in the Sunday Times on the 7th April 2019 that Canary Wharf was threatening to sue TfL over what it regarded as a poor Jubilee line tube service, Please publish the response that the Commissioner of TfL sent to Canary Wharf.

Jubilee Line (1)

[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) did not issue a formal response to Canary Wharf Group (CWG) as a result of this article. The following day the article was briefly discussed at a pre-arranged meeting between senior representatives from both organisations covering east London transport infrastructure. This was part of ongoing stakeholder engagement between TfL and CWG.

Jubilee Line (2)

Question No: 2019/19649

[Caroline Pidgeon](#)

Please publish a table, showing for each separate day of July, August and September 2019 the actual frequency of trains operating on the Jubilee Line during peak hours.

Jubilee Line (2)

[The Mayor](#)

Last updated: 22 October, 2019

The Jubilee line is timetabled to deliver 30 trains per hour through Canary Wharf station during the weekday morning and evenings peaks.

The attached appendix provides the frequency of trains at Canary Wharf station from July to September (weekday only).

999 response times

Question No: 2019/19650

[Caroline Pidgeon](#)

Please provide the average Metropolitan Police response times for 999 calls categorised as (i) I grade, (ii) S grade (iii) E grade and (iv) R grade since January 2019. Please provide a breakdown per month, and per borough.

Answer for 999 response times

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Gospel Oak to Barking train line

Question No: 2019/19651

[Caroline Pidgeon](#)

What steps are TfL taking to work the with freight industry and Network Rail to ensure freight on this line is operated by electric rather than diesel trains?

Answer for Gospel Oak to Barking train line

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Community Assessors for recruitment of police constables (1)

Question No: 2019/19652

[Caroline Pidgeon](#)

How many candidates for police constables has the Metropolitan Police Service been able to interview, on average, each month since January 2019?

Answer for Community Assessors for recruitment of police constables (1)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Community Assessors for recruitment of police constables (1)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Community Assessors for recruitment of police constables (2)**Question No: 2019/19653**[Caroline Pidgeon](#)

How many community assessors have now been recruited and how many hours or half days per month, on average, is each assessor working? What is the average number of assessors present at each day one assessment centre session?

Answer for Community Assessors for recruitment of police constables (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Community Assessors for recruitment of police constables (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Community Assessors for recruitment of police constables (3)**Question No: 2019/19654**[Caroline Pidgeon](#)

Do the Metropolitan Police Service and its agency Shared Services Connected Ltd hold definitive lists of all appointed community assessors and all those who have resigned or simply ceased to make themselves available regularly for work? Does the MPS hold definitive lists of all the community assessors who have been issued with passes for access to Empress State Building and those who have subsequently surrendered their passes?

Answer for Community Assessors for recruitment of police constables (3)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Community Assessors for recruitment of police constables (3)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Solar Together London (1)

Question No: 2019/19657

[Caroline Russell](#)

You announced a new phase of Solar Together London in a press release on 18 September 2019. The release states that 624 homes in London have installed solar panels through the scheme. Considering the climate emergency, what are you doing to increase this number?

Solar Together London (1)

[The Mayor](#)

Last updated: 22 October, 2019

Despite their acknowledgement of the Climate Emergency, efforts towards tackling it continue to be severely hampered by the Government's own policies. Their attitude towards solar, including closing the Feed-in Tariff this year, is a prime example of this mismatch between rhetoric and action.

Solar Together London was developed to increase the take-up of small scale solar installations and I decided to continue expanding the scheme, despite the Feed-in Tariff's closure, in order to demonstrate my commitment to the part that London households can play in tackling the Climate Emergency.

My third phase of Solar Together has launched and is bigger and better than previous phases, with more boroughs fully participating and more direct mail (the main customer acquisition tool) being sent to promote the scheme. The new round includes an option to install battery storage, which we hope will further increase uptake. This activity is supported by more funding allocated to the scheme than previous phases.

However, the reality is that there is a need for more government support, so I will continue to lobby for a national policy framework to help unlock London's solar energy potential.

Solar Together London (2)

Question No: 2019/19658

[Caroline Russell](#)

Are you satisfied with the total of 624 solar panels installed during phases 1 and 2 of the Solar Together programme launched in 2018?

Solar Together London (2)

[The Mayor](#)

Last updated: 22 October, 2019

London is a challenging environment to install solar; with limited roof space, overshadowing issues, 50 per cent flatted properties, prevalence of conservation areas and 28 per cent of homes being privately rented.

The 624 installations (which equates to around 1.4MW of solar generation) were achieved despite the Government's swingeing 65 per cent cut to the Feed-in Tariff in 2016, announced just days after it agreed to move swiftly to a low-carbon future at the landmark climate change conference in Paris.

Despite these challenges, analysis of Ofgem data shows that participating boroughs saw an average year-on-year increase of 78 per cent in solar installations during the installation period of phase 1 and 2 of Solar Together, compared with a 3 per cent decrease in non-participating boroughs.

My third phase of the scheme is a positive step forward in building on the success to date and I will continue to lobby for the cohesive national policy desperately required to help further unlock London's solar energy potential.

Solar Together London (3)

Question No: 2019/19659

[Caroline Russell](#)

When will the Solar Together scheme be expanded to include all London boroughs?

Solar Together London (3)

[The Mayor](#)

Last updated: 22 October, 2019

All three phases of Solar Together London have been open to every London borough to bid for funding and support. Borough participation is therefore dependent on them having sufficient internal resources and high-level commitment. Despite many boroughs declaring a Climate Emergency, some still struggle with capacity to partner on the scheme after large cuts in central government funding since 2010.

To date 15 boroughs have participated in at least one of the three phases of my scheme. In phase three of the scheme there are 13 boroughs participating, with three boroughs participating fully for the first time. The scheme also continues to accept applications from residents in non-participating boroughs in order to maximise the amount of solar generation in London and help reduce household energy bills.

Government should ensure that well-intentioned boroughs have the mandate and resources available to fully play their part in tackling the Climate Emergency through initiatives such as Solar Together London. It should also be noted that Boroughs can also utilise their carbon offset funds to support carbon saving projects including installation of solar.

Solar Together London (4)**Question No: 2019/19660**[Caroline Russell](#)

What plans do you have to increase solar panel installation on public buildings owned by the GLA family?

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

Last updated: 22 October, 2019

As part of my ambition to install 100MW solar through my programmes, I have been working with the functional bodies to install solar, despite cut backs to Government support for solar and restrictions to their budgets. This includes supporting the functional bodies to identify and prioritise additional sites through mapping and sharing best practice, encouraging installations through the use of my delivery programmes such as DEEP and RE:FIT and on those sites that are challenging to progress, working to determine how barriers to deployment can be overcome.

TfL are currently progressing 1.1MW of solar installations through the RE:FIT programme, and both the London Fire Brigade and the Metropolitan Police Service have installed new solar systems and are looking at progressing further sites.

I continue to lobby Government to improve support for solar, having previously called for the maintenance of the Feed in Tariff scheme, reducing VAT on solar and batteries, and for concerns to be addressed over the ability of the Smart Export Guarantee to support the same level of solar deployment.

Solar Together London (5)**Question No: 2019/19661**[Caroline Russell](#)

Is your aspiration to install 700-1,000 solar panels under phase 3 of the Solar Together scheme ambitious enough?

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

Last updated: 22 October, 2019

The ambition for phase 3 takes account of the Government's short-sighted removal of the Feed-in Tariff, which is highly likely to affect take-up.

The loss of the Feed-in Tariff has undoubtedly caused consumer uncertainty, with installations of solar PV by UK households falling by 94 per cent in the month after the closure of the scheme. Whilst the financial case for investment in solar remains broadly positive, especially with the group-buying discounts possible with Solar Together London,

this phase of the project will allow us to gauge interest and what actions may be possible to increase domestic uptake in London, despite central government inaction.

I will continue to lobby Government to do more to help unlock London's solar energy potential.

Use of renewables by Transport for London

Question No: 2019/19662

[Caroline Russell](#)

In July 2019, I asked you question 2019/14194 on Transport for London (TfL) using only 0.01% renewable electricity. Could you provide me with an update on what progress you have made and meetings you have had to progress TfL's use of renewable energy?

Use of renewables by Transport for London

[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) currently buys electricity through the Crown Commercial Service (CCS) framework. Since the Government withdrew exemptions to the Climate Change Levy in 2015, all of TfL's grid-supplied electricity is purchased through a standard grid tariff. The UK grid is increasingly supplied by renewable energy, with over 35 per cent of grid electricity supplied by renewable generation in 2019.

I want to ensure that TfL's energy procurement stimulates additional renewable generation. To do so, the most likely route is to enter into longer-term power purchase agreements (PPAs) with renewable energy suppliers. TfL is working with CCS on potential options to incorporate PPAs into its purchasing framework and will provide an update on its approach to renewable PPAs at the TfL Finance Committee later this year.

Wildflowers on verges

Question No: 2019/19663

[Caroline Russell](#)

What past and future measures have you and Transport for London (TfL) put in place to protect wildflowers and biodiversity on roadside verges?

Wildflowers on verges

[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) is currently running a trial to allow wildflower verges on the A40 from Target Roundabout towards the London boundary in Hillingdon, and on the A406 at Redbridge roundabout. Further detail can be found on the TfL website:

<https://tfl.gov.uk/travel-information/improvements-and-projects/managing-road-verges-for-wildlife>

The results of the current trial are due at the end of October. TfL will review these results before deciding whether more locations will have wildflower verges next year.

Flooding at City Hall

Question No: 2019/19664

[Caroline Russell](#)

In the past month City Hall has had several instances of flooding due to heavy rain fall. Have you: a) assessed City Hall for resilience to climate extremes, and b) put measures in place to improve the resilience of the building?

Flooding at City Hall

[The Mayor](#)

Last updated: 22 October, 2019

The London climate of the future is likely to be increasingly different from that of the past. The south east of England is expected to experience higher rainfall throughout the year. It is also expected there will be more frequent and intense extreme weather events, such as heatwaves and heavy rainfall events. Summer thunderstorms will be increasingly common and more intense in nature, leading to potential for more surface water flood events.

During the past month we had heavy and unexpected downfall of rain and unfortunately the severe weather did affect City Hall building with water ingress on two occasions.

The Facilities team with the assistance of GLA contractors and suppliers are assessing the impact on City Hall and are working closely with the building's landlord to assess what measures can be put in place to improve resilience to extreme events in future. In the meantime, temporary measures are in place to limit the impact of future heavy and unexpected rainfall.

Unflushables and single-use plastics

Question No: 2019/19665

[Caroline Russell](#)

What have you done to encourage boroughs to increase their uptake rates for reusable nappy schemes since the publication of the London Assembly Environment Committee report, Unflushables, in August 2018?

Unflushables and single-use plastics

[The Mayor](#)

Last updated: 22 October, 2019

London produces too much waste and our recycling rates need to increase significantly. To tackle this we need to focus on cutting the main sources of waste as well as focusing on increasing recycling rates of the main waste streams. That's why I have set a target to reduce food waste by 50 per cent per person by 2030, as well as a requirement for waste authorities to deliver a minimum level of service for household recycling by 2020, including collections of the six main dry materials from all properties and separate weekly food waste from kerbside properties. Nappies make up a smaller proportion of household waste than dry recyclables or food waste.

However, I am working with all London boroughs to promote waste reduction as part of my London Environment Strategy. As part of this, boroughs are required to submit a Reduction and Recycling Plan (RRP) by 2020. These will demonstrate how boroughs will reduce waste and make an effective contribution to my London-wide recycling targets. Actions that reduce the use of disposable products, including nappies, are encouraged where satisfactory alternatives are available.

I have received 20 RRP's to date, with the remaining 13 scheduled to be submitted before the end of the year. A number of the RRP's received to date have described how boroughs are promoting reusable nappies and my officers are supporting this approach.

LWARB's Advance London project has six businesses in its cohort that aim to address the nappies, wipes and sanitary products waste streams, such as Nappy Zap and Gcycle. This project provides business support and advice to these businesses to aid their impact in the marketplace.

I would encourage any reusable nappies SMEs looking for business support to apply to Advance London via <https://www.advancelondon.org/advisory/apply-now/>.

Please see my response to Mayor's Question 2019/12017.

Community Roadwatch events

Question No: 2019/19666

[Caroline Russell](#)

How many Community Roadwatch events have there been in each borough in London, per month, since 2016?

Answer for Community Roadwatch events

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Community Roadwatch events

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Surface water flooding of Transport for London stations (1)

Question No: 2019/19667

[Caroline Russell](#)

Recent heavy rains have caused closures of Transport for London (TfL) controlled stations, especially on 24 September 2019. Can you list for the last five years: a) what stations were closed due to flooding, b) how long they were closed, and c) the dates they were closed?

Surface water flooding of Transport for London stations (1)

[The Mayor](#)

Last updated: 22 October, 2019

The attached appendix shows the Transport for London stations that were closed as a result of flooding over the last five years.

Please note that as well as surface water flooding, this list includes incidents where stations were closed as a result of a third party (such as a burst water mains, or a leak in an adjacent property).

Surface water flooding of Transport for London stations (2)

Question No: 2019/19668

[Caroline Russell](#)

Given the disruption from recent surface-water flooding, what is Transport for London (TfL) doing to adapt stations and avoid closures? Will you publish details of the stations at risk and the investment programme undertaken to mitigate flood risks, including the 2016 London Underground Comprehensive Review of Flood Risks, and subsequent work?

Answer for Surface water flooding of Transport for London stations (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Surface water flooding of Transport for London stations (3)

Question No: 2019/19669

[Caroline Russell](#)

On 24 September 2019, the sub-surface District and Circle line tube station at Victoria flooded, causing serious disruption. Work to improve Victoria station was completed in autumn 2018 at a cost of over £700 million. Why hasn't that work addressed flood risks?

Surface water flooding of Transport for London stations (3)[The Mayor](#)

Last updated: 22 October, 2019

The cause of the flooding at Victoria station on 24 September 2019 was not a result of surface water. Initial investigations suggest it was the failure of an anti-flood valve in the staff area.

The cause of flooding is currently being reviewed by engineers, which will be completed by the end of October 2019.

The programme of upgrade works to Victoria Underground station created additional capacity of 133 per cent, through enlarged ticket halls and circulation areas, new passenger tunnels and nine new escalators. The station is also step free with eight new lifts. A number of systems were also upgraded, including drainage, lighting, passenger information, fire systems and CCTV.

Silvertown Tunnel Project Assurance report**Question No: 2019/19670**[Caroline Russell](#)

The Project Assurance quarterly report for Q1 2019/20, provided to the Audit and Assurance Committee of Transport for London (TfL), lists seven recommendations for Silvertown Tunnel. Could you provide further detail on each of these recommendations?

Silvertown Tunnel Project Assurance report[The Mayor](#)

Last updated: 22 October, 2019

The seven recommendations from the April 2019 contract award project assurance review are being addressed by Transport for London (TfL) officers. Due to the ongoing procurement process, some of the details cannot be shared at this stage, as they relate to ongoing commercial matters. The recommendations and the responses were notified to the TfL Programmes & Investment Committee as part of the approval process for the selection of a preferred bidder and award of the contract for the Silvertown Tunnel scheme.

The recommendations relate to:

1. The potential for procurement challenge
2. The risks associated with a third party landowner
3. The provision of appropriate TfL resources to provide proportionate oversight of the contract
4. Further reviews of the proposed risk transfer mechanisms under the contract
5. Further development of risk mitigation and management strategies
6. Independent Investment Programme Advisory Group (IIPAG) reinforcement of recommendation 3 above

7. IIPAG reinforcement of recommendation 2 above.

Blackwall Tunnel closures

Question No: 2019/19671

[Caroline Russell](#)

In your response to my question 2019/12014 concerning the reasons for building the Silvertown Tunnel, you referenced 700 closures per year in Blackwall Tunnel. What alternative measures have been considered to reduce the number of these closures, other than a new road tunnel?

Answer for Blackwall Tunnel closures

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Cross-river road pricing

Question No: 2019/19672

[Caroline Russell](#)

Given the existing and forthcoming investments for other charging infrastructure, when could Transport for London (TfL) deliver smart, fair road pricing on river crossings?

Cross-river road pricing

[The Mayor](#)

Last updated: 22 October, 2019

As mentioned in my answer to 2019/17400, my current priority for road user charging is to expand the Ultra Low Emission Zone to inner London. This will result in enormous benefits for London but will also be a considerable practical challenge. New technologies could offer the potential for more sophisticated models of paying for road use in the longer term but any future proposals, which could include river crossings, would need to be preceded by detailed feasibility work and be subject to consultation. There are currently no plans to charge for all river crossings in London. Plans to charge for the Blackwall and Silvertown Tunnels remain as set out in the Development Consent Order.

C40 Cities independent assessment of London's climate trajectory

Question No: 2019/19673

[Caroline Russell](#)

In September 2019, your Deputy Mayor for Transport said in correspondence with the Stop Silvertown Tunnel campaign that: "the [London climate] trajectory has been independently assessed by C40 to be in line with the advice of the Intergovernmental Panel on Climate

Change with the level of carbon emission reduction required to put us on track to staying within 1.5C global warming.” Could you publish this independent assessment, along with related data and correspondence from the Mayor’s office and the C40 Cities group?

C40 Cities independent assessment of London’s climate trajectory

[The Mayor](#)

Last updated: 22 October, 2019

The zero carbon pathway in the London Environment Strategy was developed based on detailed independent modelling, funded by C40’s Deadline 2020 pilot programme. The key premise of the Deadline 2020 programme was to outline the pace, scale and prioritisation of action needed to deliver on the objective of the Paris Agreement to limit global warming to 1.5C.

Arup was commissioned by C40 Cities Climate Leadership Group to conduct an assessment of the London Environment Strategy and other relevant reports against the pillars of the C40 Climate Action Planning Framework (CAPF). The final assessment was published last summer (18 July 2018) and can be found on our website; see appendix 6 in the “Related documents” section of this webpage: <https://www.london.gov.uk/what-we-do/environment/london-environment-strategy>

C40 also confirmed that London has developed what they consider to be a Paris Agreement Compatible Climate Action Plan, their letter of confirmation has also been published on our website, see appendix 7 in the “Related documents” section of this webpage: <https://www.london.gov.uk/what-we-do/environment/london-environment-strategy>.

Our climate strategy and underlying analysis can also be found on our website:

<https://www.london.gov.uk/what-we-do/environment/london-environment-strategy>

<https://www.london.gov.uk/what-we-do/environment/climate-change/climate-action-plan>

Vision Zero implications of larger vehicles

Question No: 2019/19674

[Caroline Russell](#)

Independent analysis of vehicle collision data (<https://www.forbes.com/sites/carltonreid/2019/08/15/restrict-twice-as-deadly-suvs-in-u-k-cities-urge-transport-data-scientists/#168b13b761e1>) has identified a potentially higher risk of death for people walking when they are hit by vehicles with larger engines. What work is Transport for London (TfL) and the Metropolitan Police Service (MPS) undertaking to collect and analyse data on the characteristics of vehicles involved in collisions to target their actions as part of Vision Zero?

Answer for Vision Zero implications of larger vehicles

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Freight Operator Recognition Scheme company's response to complaints

Question No: 2019/19675

[Caroline Russell](#)

A case has been raised with me (<https://twitter.com/lastnotlost/status/1170704401910173698>) where Twitter was asked to remove footage of a vehicle from an operator with Freight Operator Recognition Scheme (FORS) accreditation parking dangerously outside a school. Can you ensure that operators involved in FORS and others who undertake contracts for the GLA group react with more appropriate actions than censorship to public complaints?

Freight Operator Recognition Scheme company's response to complaints

[The Mayor](#)

Last updated: 22 October, 2019

Freight Operator Recognition Scheme (FORS) has a compliance and enforcement team in place to react to complaints about FORS members, which arise from a range of sources including enforcement agencies, FORS specifiers and members of the public. The team works to the FORS Compliance and Enforcement Guidelines. This document provides information on how an operator's FORS accreditation may be affected if they breach the FORS Standard or the FORS Terms and Conditions, including complaints about driver behaviour.

I have asked Transport for London to raise the case identified on Twitter with the FORS compliance and enforcement team.

Smart, fair road pricing scheme investigation (2)

Question No: 2019/19676

[Caroline Russell](#)

Thank you for your answer to my question 2019/17400. Work by Transport for London (TfL) to support a Workplace Parking Levy has found new regulations are necessary due to a lack of secondary legislation. What steps has TfL undertaken to investigate any similar gaps in the legal basis for smart, fair, London-wide road pricing schemes?

Smart, fair road pricing scheme investigation (2)

[The Mayor](#)

Last updated: 22 October, 2019

The law that governs road user charging already offers flexibility on matters that are key to a possible next generation of road user charging, such as how charges are calculated and the method by which they are collected. There are no apparent deficiencies in the law that could prevent innovative solutions to road pricing from being introduced. Secondary legislation is already in place to support the effective operation of road user charging schemes which, unlike workplace parking levies, have been a feature of transport policy in London since 2003.

Measurement of traffic and pollution impacts from protests

Question No: 2019/19677

[Caroline Russell](#)

In April 2019, the London Air project of King's College London produced an interim analysis of the effects of the Extinction Rebellion climate protests. These interim figures show the protests reduced pollution on nearby streets at the time. What analysis or research have your officers conducted into the effects on traffic and pollution of events such as Extinction Rebellion protests and Car Free Day, and will this be published?

Measurement of traffic and pollution impacts from protests

[The Mayor](#)

Last updated: 22 October, 2019

King's College London reported a reduction in concentrations of nitrogen dioxide at roadside sites near the protest in April 2019. City Hall has not undertaken further analysis.

With over 27 km of closed roads in central London and events across 27 boroughs including 385 play streets 22 September 2019 was London's biggest ever Car Free Day celebration. King's College London installed a temporary monitor on Regent Street to measure the impact of its closure. They found nitrogen dioxide concentrations were 60 per cent lower on Car Free Day compared to the day before. City Hall's own analysis of the Breathe London air quality sensor at Bank Junction found concentrations of nitrogen dioxide were 40 per cent lower on Car Free Day than the day before.

Woolwich Ferry contract

Question No: 2019/19678

[Caroline Russell](#)

Unite the Union has written to Assembly Members raising their concerns about the Briggs Marine contract to operate the Woolwich Ferry. Will Transport for London (TfL) consider bringing this contract in house when awarding the new contract from April 2020?

Answer for Woolwich Ferry contract

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Follow up on PSCO enforcement on CS2

Question No: 2019/19679

[Caroline Russell](#)

Thank you for your answer to my question 2019/17406. My question was particularly about the actions by Police Community Support Officers (PCSOs). Other than the actions of the Roads and Transport Policing Command (RTPC), what work is being undertaken to ensure enforcement is fair and proportionate to the danger posed?

Follow up on PSCO enforcement on CS2

[The Mayor](#)

Last updated: 22 October, 2019

In addition to the work of the PCSOs from RTPC on the cycle superhighway 2, for the past several weeks the MPS cycle safety team (CST) have been conducting fair and proportionate intelligence-led enforcement patrols along CS2, in particular at Cable Street and Commercial Way in response to information received from the public. Enforcement has been carried out against a number of motorists and cyclists for a variety of offences including contravention of road signs, driving whilst using a mobile phone and driving without insurance. The CST does not have PCSOs posted within the team although there are significant number of PCSOs working within our safer transport teams, reassurance task teams and roads policing teams.

Hostile streets and community severance in outer London (2)

Question No: 2019/19680

[Caroline Russell](#)

The London Assembly Transport Committee report, Hostile Streets, in December 2017, recommended that Transport for London (TfL) should be identifying outer London junctions that cause problems of community severance. What progress is TfL making in measuring and recognising severance and how is it being tackled, especially in outer London?

Answer for Hostile streets and community severance in outer London (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Hostile streets at Gallows corner**Question No: 2019/19681**[Caroline Russell](#)

Gallows corner is on a Department for Transport (DfT) shortlist to receive up to £50 million under the major road network programme. You are due to present a final scheme proposal to the DfT in January 2020. Will you ensure that your scheme addresses community severance and resolves high risk road danger issues for people walking and cycling as set out in recommendation 3 of The London Assembly Transport Committee December 2017 report, Hostile Streets?

Answer for Hostile streets at Gallows corner[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Hostile streets at Lombard roundabout in Croydon**Question No: 2019/19682**[Caroline Russell](#)

Lombard roundabout in Croydon has approval from the Department for Transport (DfT) to proceed to the next stage of development in its major road network programme. Will you ensure that your scheme addresses community severance and resolves high-risk road danger issues for people walking and cycling as set out in recommendation three of The London Assembly Transport Committee report, Hostile Streets, in December 2017?

Answer for Hostile streets at Lombard roundabout in Croydon[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Advertising for night time events**Question No: 2019/19683**[Caroline Russell](#)

In relation to promoting London's night time economy, have you considered utilising advertising space on Transport for London (TfL) bus stops to advertise upcoming local night time events?

Advertising for night time events[The Mayor](#)

Last updated: 22 October, 2019

Transport for London already extensively promotes things to do in London through its 'Wonderful World of off peak' campaign, which involves advertising in Time Out Magazine, on the TfL network, and through cultural maps across the network to ensure it reaches Londoners. We also promote London's cultural events through newsletters we send out every month.

Any commercial venues or attractions looking to promote their events through advertising space on the transport network, including bus stops, can do so through the usual commercial process.

Safety of night time workers

Question No: 2019/19684

[Caroline Russell](#)

What progress have you made, while promoting the night time economy, in ensuring that London's night time workers are safe while travelling to and from work?

Safety of night time workers

[The Mayor](#)

Last updated: 22 October, 2019

In November 2018, I published 'London at Night', the most comprehensive research on London from 6pm to 6am. The report revealed that Londoners are no more likely to be a victim of crime at night than during the day. Nevertheless, some groups, particularly women, do have a greater fear of crime at night. That's why my Deputy Mayor for Policing and Crime and my Night Czar launched the first Women's Night Safety Charter which has over 250 signatories to date.

I want all Londoners to feel safe, particularly those who work and commute in the evening and night time. The Night Tube has enabled this for many travellers, with more than 30 million journeys on the Night Tube and Overground since they went live.

There are around 3,000 police and police community support officers and 77,000 CCTV cameras across London's transport network. TfL's Late Night Transport Working Group will be looking at ways to improve the night time transport experience for workers and passengers. This includes working to make night time journeys even more safe and reliable.

Continued support for night time workers

Question No: 2019/19685

[Caroline Russell](#)

Following the recommendations in the London Assembly Economy Committee report, Rewrite the night: the future of London's night time economy, in February 2018, what progress have you made in ensuring that London's night time economy is affordable, accessible and inclusive for all Londoners?

Continued support for night time workers[The Mayor](#)

Last updated: 22 October, 2019

I want London at night to be inclusive and fair for all Londoners. The Assembly's report informed the Night Time Commission's recommendations which I have made significant progress in delivering.

I have published 'London at Night', the most comprehensive research on the London between 6pm and 6am. I have announced a Night Time Enterprise Zone which will trial new ideas to boost Walthamstow High Street, support local businesses and workers, and improve access to shops and services after 6pm.

My Night Czar continues to carry out night surgeries across London and chairs the Night Time Borough Champions network to help develop night time strategies and share best practice. I have developed the most pro-night time draft London Plan and the London Borough of Culture programme is promoting accessible night time culture. Over 250 organisations including boroughs and businesses have signed up to the Women's Night Safety Charter.

Walthamstow Night Time Enterprise Zone Funding**Question No: 2019/19686**[Caroline Russell](#)

Could you provide a breakdown of your £75,000 fund set up to support London's first Night-Time Enterprise Zone in Walthamstow (pilot scheme to run from Oct 2019 – Jan 2020)?

Walthamstow Night Time Enterprise Zone Funding[The Mayor](#)

Last updated: 22 October, 2019

The GLA's grant of £75,000 for the Night Time Enterprise Zone pilot project is matched by the London Borough of Waltham Forest. This has created a total project budget of £155,000 which the borough has allocated as follows:

Pilot project budget	Total
Engagement with communities and businesses	£15k
Delivery of pilot activities including the Stow Exchange, Evening Economy Fund, Evening Map and Toolkit	£130k
Evaluation, action plan, case studies and final report	£10k
Total	£155k

The pilot project will deliver a number of activities which, subject to refinement, will include:

1. An incubator space for new evening businesses
2. An toolkit to help new businesses that want to operate in the evening
3. An evening economy fund to help current businesses test later opening hours
4. A Shop Local Late campaign, a Reclaim your High Street event and an evening map and events calendar to promote the high street to local people

Good Work Standard and the Night Time Economy

Question No: 2019/19687

[Caroline Russell](#)

There are 1.6 million people in London working at night and more than 530,000 of them are paid less than the London Living Wage. This is almost twice the number of people who are paid less than the London Living Wage during the day. You said in 2018, in response to my question 2018/3041, that the Good Work Standard would encourage employers to pay their employees the London Living Wage. Since November 2018, how many employers have increased the amount they pay to match the London Living Wage?

Answer for Good Work Standard and the Night Time Economy

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Good Work Standard update

Question No: 2019/19688

[Caroline Russell](#)

How many organisations and companies are currently signed up to your Good Work Standard? Please provide the data in numerical form.

Answer for Good Work Standard update

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

strong>Meanwhile and temporary use of home and business sites at Earls Court (2)

Question No: 2019/19689

[Caroline Russell](#)

In your answer to my question 2019/12028, you told me you had: “asked TfL to investigate how the empty properties at Earls Court could be brought into [meanwhile] use if there is

any further delay in the start of large-scale development.” Could you update me about the outcome or progress of this investigation from Transport for London (TfL)?

Answer for strong>Meanwhile and temporary use of home and business sites at Earls Court (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

London Living Wage and partnerships with City Hall

Question No: 2019/19690

[Caroline Russell](#)

Do you ensure that any companies you invite to your events and jobs fairs pay at least the London Living Wage to everyone they employ?

London Living Wage and partnerships with City Hall

[The Mayor](#)

Last updated: 22 October, 2019

In London whilst we are seeing increasing numbers of employers becoming accredited employers – the number has more than doubled since I became Mayor – we still have some way to go.

We host a wide range of events at City Hall to which organisations across the private, public and voluntary sectors are invited. If we were to impose a ban on attending events at City Hall on any organisation which was not an accredited Living Wage employer we would have to exclude far too many, including for example a number of London Boroughs, universities and other key stakeholders, as well as the vast majority of small businesses in particular. Instead I take the view that using the convening power of the Mayoralty and City Hall to influence and win over more employers to the real Living Wage is a better approach.

Naturally it is particularly important that when job fairs are hosted here, we ensure that we set the right example. That is why, for example, at a recent Workforce Integration Network job fair for the construction sector, my team ensured all of the jobs advertised at the event were paid the London Living Wage or higher. All apprenticeships were paid at least the relevant apprenticeship rate and many were paid the London Living Wage.

Police use of ‘domestic extremism’ terminology

Question No: 2019/19691

[Siân Berry](#)

When will the Metropolitan Police Service (MPS) cease using the term ‘domestic extremism’, both directly and through their work on Prevent?

Answer for Police use of 'domestic extremism' terminology[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Live facial recognition technology and private companies (1)**Question No: 2019/19692**[Siân Berry](#)

Could you explain why a sales video from Viseum (<https://twitter.com/bbw1984/status/1169621723135774720>), which claims its live facial recognition technology can use facial biometrics to find the social media profiles of Londoners, has a Metropolitan Police Service (MPS) logo on it?

Answer for Live facial recognition technology and private companies (1)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Live facial recognition technology and private companies (1)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Live facial recognition technology and private companies (2)**Question No: 2019/19693**[Siân Berry](#)

Has the Metropolitan Police Service (MPS) ever met with live facial recognition technology company Viseum to discuss using their products?

Answer for Live facial recognition technology and private companies (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Live facial recognition technology and private companies (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Dedicated Ward Officer turnover**Question No: 2019/19694**[Siân Berry](#)

Could you provide details about the turnover of staff in Dedicated Ward Officer (DWO) posts, including: a) the average length of service in each ward by its DWOs since the new dedicated posts were introduced, b) how often personnel has changed in each ward in the last calendar year, and c) for how long a period each post has not been staffed in the last calendar year?

Answer for Dedicated Ward Officer turnover[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Dedicated Ward Officer turnover[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Spit hoods use in custody suites (4)**Question No: 2019/19695**[Siân Berry](#)

When officers from the Metropolitan Police Service (MPS) have used spit hoods in custody suites, what has been the average time a suspect is hooded for, and is there a time limit for wearing a hood?

Answer for Spit hoods use in custody suites (4)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Spit hoods use in custody suites (4)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Spit hoods use in custody suites (5)**Question No: 2019/19696**[Siân Berry](#)

When officers from the Metropolitan Police Service (MPS) have used spit hoods in custody suites have detainees ever been left unattended while wearing the spit hoods?

Answer for Spit hoods use in custody suites (5)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Spit hoods use in custody suites (5)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Spit hoods use in custody suites (6)**Question No: 2019/19697**[Siân Berry](#)

When officers from the Metropolitan Police Service (MPS) have used spit hoods in custody suites, how many times were other restraints also applied to the hooded suspect?

Answer for Spit hoods use in custody suites (6)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Spit hoods use in custody suites (6)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Spit hoods use in custody suites (7)**Question No: 2019/19698**[Siân Berry](#)

When officers from the Metropolitan Police Service (MPS) have used spit hoods in custody suites, how many times has the suspect who was hooded been identified, either at the time or later, to be in a mental health crisis?

Answer for Spit hoods use in custody suites (7)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Spit hoods use in custody suites (7)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Data Sharing Agreement between the Metropolitan Police Service and Kings Cross Estate Services**Question No: 2019/19699**[Siân Berry](#)

Could you provide more details of the Data Sharing Agreement between the Metropolitan Police Service (MPS) and Kings Cross Estate Services, agreed on 5 January 2019, including a list of the types of data to be shared by the MPS?

Answer for Data Sharing Agreement between the Metropolitan Police Service and Kings Cross Estate Services[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Data Sharing Agreement between the Metropolitan Police Service and Kings Cross Estate Services[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

People targeted by facial recognition technology at Kings Cross**Question No: 2019/19700**[Siân Berry](#)

The Metropolitan Police Service (MPS) report to the Mayor of London on live facial recognition at Kings Cross, said: "Kings Cross Estate Services operated two Facial Recognition cameras, covering a single location at King's Boulevard between May 2016 and

March 2018. During that time, at a local working level, Camden Police provided images of wanted individuals, known offenders and missing persons to Kings Cross Estate Services.”

Were any of the individuals who had their image shared: a) people who had never been arrested, or b) subject to antisocial behaviour orders but no criminal charges?

Answer for People targeted by facial recognition technology at Kings Cross

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

People targeted by facial recognition technology at Kings Cross

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Failed regeneration ‘ghost towns’

Question No: 2019/19701

[Siân Berry](#)

How are you ensuring that regeneration schemes, such as Hackney Walk, which was recently described in the local press as a ‘ghost town,’ will not be repeated?

Failed regeneration ‘ghost towns’

[The Mayor](#)

Last updated: 22 October, 2019

The Hackney Walk project was funded in 2013 via the ‘Mayor’s Regeneration Fund’.

The MRF investment exceeded its targets for generating new jobs, apprenticeships and public realm and new commercial space. However, in common with retail areas large and small across the capital, trading conditions have proven to be too challenging to currently sustain a number of the shop units in the arches. Nevertheless, significant numbers of traders continue to operate in the wider regeneration scheme, in particular The Hackney Shop continues to showcase new local designers and makers helping to kickstart their careers. The Council is in discussion with the new operators of the arch units regarding the retail offer they are intending to curate.

The most significant and transformative outcomes of the investment to date has been the removal of buses and the pedestrianisation of the Narrowway in 2013. The station interchange between Hackney Central and Hackney Downs opened in 2015 and the Council continues to work with TfL with a view to improving capacity and access at Hackney Central station.

In 2017 I launched my £70m 'Good Growth Fund', which was set up to support projects that represent innovative, best practice in regeneration. Investments are targeted at delivering tangible benefits to local people, by increasing local prosperity and enhancing the character of local places. The Fund has a particular focus on supporting projects that help to secure the long-term social, environmental and economic sustainability of our city, especially in places with high levels of deprivation.

All applications are rigorously assessed for their intended social impact and deliverability, which ensures that the projects that will deliver the best outcomes are recommended for funding.

London's first black housing co-op

Question No: 2019/19702

[Siân Berry](#)

A constituent would like to know what are you doing to support Nubia Way, the first black housing co-op in London, which is under threat?

London's first black housing co-op

[The Mayor](#)

Last updated: 22 October, 2019

I want to do all I can to support Nubia Way, which has set a precedent for self and custom build in London and has inspired other similar schemes in Lewisham. My officers have met Lewisham Council to raise our concerns about the issues Nubia Way is facing, and to understand what support residents may require, and they will also be contacting Chisel housing association and the Regulator of Social Housing.

Small businesses and housing opportunities

Question No: 2019/19703

[Siân Berry](#)

What work have you done to make sure small and medium sized developers, non-profits and other SMEs have access to advice, land and grants through the GLA, in order to promote diversity and innovation in London's approach to providing genuinely affordable housing?

Small businesses and housing opportunities

[The Mayor](#)

Last updated: 22 October, 2019

In July I launched a tailored offer to support London's smaller and medium-sized housing associations, available here:

https://www.london.gov.uk/sites/default/files/smha_offer_2019.pdf

More widely, my Innovation Fund and Community Housing Fund offer support to a diverse range of affordable homebuilders. My Small Sites, Small Builders programme has made 30 publicly owned sites available to small developers, housing associations and community-led groups, and the Community-Led Housing Hub is supporting a range of community-led housing organisations to access advice and progress their schemes.

Meat-free Monday

Question No: 2019/19704

[Caroline Russell](#)

Will you support meat-free Mondays in City Hall (e.g. no serving of any meat or fish in City Hall and GLA group cafes and canteens, or at events) considering the severe environmental burden of meat consumption?

Meat-free Monday

[The Mayor](#)

Last updated: 22 October, 2019

Since becoming Mayor 2016, I have acted to promote sustainable food in London. The Mayor's London Food Strategy: *Healthy and Sustainable Food for London* is working to help make it easier for all Londoners to eat more healthily. Although it does not promote a solely vegetarian or vegan diet, the Strategy notes that for better health and to help lower the environmental impact of the food system, Londoners should consider eating less meat, and more fruit and more vegetable-based meals.

The London Food Strategy advocates that through better food procurement, businesses can help people eat healthier food produced to higher animal welfare and environmental standards. The Mayor is promoting sustainably-, ethically- and locally-sourced food across the GLA Group. The London Food Strategy recommends that businesses, local authorities and other public sector bodies should increase the amount of local, seasonal and sustainable food they buy, and measure their progress at providing a better balance of plant-based food compared to meat and dairy.

In addition, London signed a joint declaration on transitioning to a 'planetary health diet', along with other world mayors during the C40 Cities summit on 10th October 2019. This involves eating more fruit, vegetables, nuts and legumes, and for many, less food from animal sources, whilst supporting an overall increase of healthy plant-based food consumption in our cities by shifting away from unsustainable, unhealthy diets.

In this context, the recent increase in people enjoying vegetarian and vegan diets is welcomed.

The café in City Hall and hospitality for events caters to a wide range of dietary and cultural requirements, including vegan, vegetarian, and other healthy and sustainable options. In addition, it has taken other environmental measures such as banning single-use plastic cutlery, drinks bottles and straws.

However, Londoners have the right to choose what they eat, and it would not be right for me to seek to make those choices for them by enforcing particular dietary restrictions on them via the menu in the City Hall café. For that reason, it would not be appropriate for the café in City Hall to offer solely vegan produce – though we will of course continue to offer vegan options to the many customers who do choose them.

Community Roadwatch

Question No: 2019/19707

[David Kurten](#)

Could you please explain how Community Roadwatch is funded in London, with specific reference to the roles played by the Metropolitan Police and TfL?

Community Roadwatch

[The Mayor](#)

Last updated: 22 October, 2019

The Metropolitan Police Service's (MPS) Roads and Transport Policing Command (RTPC) work in partnership with Transport for London (TfL) to deliver Community Roadwatch (CRW). Although RTPC is part funded by TfL, there is no specific funding stream for CRW. CRW is funded from the MPS RTPC budget. Community Roadwatch is a road safety initiative and tactic available for the MPS to use as part of its daily enforcement, engagement and education activity. Led by TfL, CRW aims to reduce speeding in residential areas and gives local residents the opportunity to work side by side with their local safer transport policing teams, who deliver and oversee the operational activity, using speed detection equipment to identify speeding vehicles in their communities.

Taxi and Private Hire Trade (1)

Question No: 2019/19708

[David Kurten](#)

In your answer to question MQ 2019/4090 you stated: **“whether or not a taxi is plying for hire through a smartphone app for example does depend on how the particular app works and the particular circumstances of individual cases.”** For the particular individual circumstances of the taxi apps: FreeNow, Gett and Bolt, do you class their app jobs as pre-booked or ply-for-hire?

Taxi and Private Hire Trade (1)

[The Mayor](#)

Last updated: 22 October, 2019

As explained in Mayor's Question 2019/4090 this would need to be considered on a case-by-case basis and would depend on the specific circumstances.

As I also previously set out, whilst Transport For London regulates private hire operators, many of whom choose to offer app-based services, it does not regulate taxi app providers and to do so would require legislative change as there are no provisions within the current regulatory framework.

This was recognised by the Department for Transport-commissioned Task and Finish Group on taxi and private hire licensing. In the Government's response, it noted that it was not minded to bring taxi apps into the licensing regime.

Taxi and Private Hire Trade (2)

Question No: 2019/19709

[David Kurten](#)

Will you seek a High Court declaration of the definition of ply-for-hire and pre-booked with regard to smartphone app private hire operators such as Uber?

Taxi and Private Hire Trade (2)

[The Mayor](#)

Last updated: 22 October, 2019

As referenced in Mayor's Question 2019/19708 the need for Government to provide statutory definitions for pre-booked and plying for hire was recognised as a national issue by the Department for Transport-commissioned Task and Finish Group for taxi and private hire licensing. Its chair made a recommendation to this effect, which Transport for London (TfL) and I are strongly in support of.

TfL and I will continue to lobby Government to provide statutory definitions as we believe this is the appropriate way to clarify the position and maintain the distinction between the two tier licensing system in London, rather than seeking a declaration relating to the existing legislation.

Taxi and Private Hire Trade (3)

Question No: 2019/19710

[David Kurten](#)

In your answer to question MQ 2019/14250, you stated: "The fares for London taxi journeys in Greater London can be agreed in advance, via an app or otherwise, provided they do not go above the maximum displayed on the meter." Do you consider it unlawful if a fare agreed in advance does go above the maximum displayed on the meter? Will you be instructing the Metropolitan Police to investigate and prosecute any such occurrences?

Taxi and Private Hire Trade (3)

[The Mayor](#)

Last updated: 22 October, 2019

Any reports of illegal or non-compliant taxi- and private hire-related activity can be sent to Transport for London. Criminal allegations should always be referred to the police in the first instance.

Taxi and Private Hire Trade (4)

Question No: 2019/19711

David Kurten

Do you agree that there should no 'no go areas' for black taxis in London?

Taxi and Private Hire Trade (4)

The Mayor

Last updated: 22 October, 2019

Taxis should be able to use any roads open to general traffic in London, subject to any local restrictions. Taxis can also access around 90 per cent of the bus lanes in London and can set down and pick up passengers on double red lines on the Transport for London Road Network.

Cab Drivers' Health and Wellbeing

Question No: 2019/19712

David Kurten

A TfL commissioned study has concluded that the health and wellbeing of bus drivers is 'key' and that adequate welfare facilities reduce stress, which in turn reduces the risk of fatigue (<https://tfl.gov.uk/info-for/media/press-releases/2019/august/tfl-sets-out-measures-to-tackle-bus-driver-fatigue>).

Will you commission a similar survey for London's cab drivers?

Cab Drivers' Health and Wellbeing

The Mayor

Last updated: 22 October, 2019

As set out in Mayor's Question 2019/19626 the health and wellbeing of taxi and private hire licensees is of great importance to both me and Transport For London (TfL). Steps are being taken to raise awareness of the help, advice and support that is available to them.

TfL is arranging a forum later this year to further raise awareness of the support and services offered by a range of specialist organisations that are available to licensees and to discuss what more can be done to support taxi and private hire drivers.

Project Horizon**Question No: 2019/19713**[David Kurten](#)

What is Project Horizon and what plans are contained with Project Horizon for the size of London's taxi fleet?

Answer for Project Horizon[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Upton Park Station Leaflets**Question No: 2019/19714**[David Kurten](#)

Will you take steps to investigate reports of large numbers of leaflets and flyers advertising 'adult services' around the Upton Park Underground Station area and take steps to clean up and improve the general character of the area?

Upton Park Station Leaflets[The Mayor](#)

Last updated: 22 October, 2019

Thank you for bringing this to my attention. Transport for London (TfL) is investigating these reports with the Station Manager, Newham Council and the Metropolitan Police, and will take any necessary action.

TfL monitors and cleans this station on a daily basis, however I have asked them to ensure that this is being carried out to the highest possible standard.

Community Assessors (1)**Question No: 2019/19715**[David Kurten](#)

What kind of vetting procedures are employed by Community Assessors and what criteria do they use to veto applicants for employment by the Metropolitan Police?

Answer for Community Assessors (1)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Community Assessors (1)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Community Assessors (2)

Question No: 2019/19716

[David Kurten](#)

How many Community Assessors work for the Metropolitan Police?

Answer for Community Assessors (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Community Assessors (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Community Assessors (3)

Question No: 2019/19717

[David Kurten](#)

How many Metropolitan Police applicants have been assessed by Community Assessors and how many have been rejected for employment on the basis of a Community Assessor's report?

Answer for Community Assessors (3)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Community Assessors (3)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Community Assessors (4)**Question No: 2019/19718**[David Kurten](#)

What criteria is being used to select and appoint Community Assessors?

Answer for Community Assessors (4)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Indian Independence Day Violence (1)**Question No: 2019/19719**[David Kurten](#)

What is your opinion of the aggression and violent harassment displayed towards the small numbers of women, children and elderly Indians celebrating Indian Independence Day outside the Indian High Commission on the Aldwych on 15 August 2019?

Answer for Indian Independence Day Violence (1)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Indian Independence Day Violence (2)**Question No: 2019/19720**[David Kurten](#)

What steps will you take to prevent any such violent mob incidents targeting the Indian community from being repeated in the future?

Answer for Indian Independence Day Violence (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Firefighter Health**Question No: 2019/19721**

David Kurten

It was recently reported that firemen are twice as likely to develop cancer than the population at large (<https://www.bbc.co.uk/news/uk-england-49811603>). What actual figures are you aware of which compare cancer among firemen to the general population?

Firefighter Health

The Mayor

Last updated: 22 October, 2019

Two of the most recent reviews of the academic literature in this area were prepared by the Centre for Applied Science and Technology (CAST), which was commissioned by the National Fire Chiefs Council (NFCC), and the Institute of Occupational Medicine (IOM).

Both reports identify firefighters have elevated risk or incidence of some cancers compared to the general population. The reports did not identify an association between a cancer and the firefighter occupation where the relative risk exceeded one-and-a-half times the risk of the general population. They did note higher than normal associations - where relative risk is greater than one but less than one-and-a-half times the risk of the general population - have been reported for some cancers. Both reports have recommended that further research is necessary to understand the potential risks based on current UK firefighting practices.

Hate Crime (1)**Question No: 2019/19722**

David Kurten

How many of the 19,000 hate crimes flagged in 2018 were downgraded to non-crime hate incidents?

Answer for Hate Crime (1)

The Mayor

Last updated: 22 October, 2019

Officers are drafting a response

Hate Crime (2)**Question No: 2019/19723**

David Kurten

What is the breakdown of the 19,000 hate crimes flagged in 2018 according to the type of crime (i.e. homicide, assault, arson, public order offences, shoplifting, violent crimes against the person, non-violent crimes against the person, etc.)?

Answer for Hate Crime (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Uber (1)**Question No: 2019/19724**[David Kurten](#)

Uber London has been granted a 2-month operator licence extension by TfL. If they haven't been able to fulfil the conditions to gain a normal 5-year licence over the last 15 months, how does TfL expect them to do so in the next two months?

Uber (1)[The Mayor](#)

Last updated: 22 October, 2019

On 24 September Transport for London (TfL) announced its decision to issue Uber London Limited (ULL) with a two-month private hire operator licence ahead of consideration of any potential further licensing application.

The two-month licence has the same conditions that ULL has been subject to over the last 15 months, along with new conditions to ensure passenger safety, specifically covering ride sharing, appropriate insurance and driver document checks by Uber.

TfL is requesting additional information from ULL and this additional information will help inform any future licensing decision.

Uber (2)**Question No: 2019/19725**[David Kurten](#)

Apart from the high-profile case of Uber in June 2018, how many other operators had their license revoked since you took office in May 2016. If so, were they permanent and what was the reason for the revocations?

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

Last updated: 22 October, 2019

Officers are drafting a response

Uber (3)**Question No: 2019/19726**[David Kurten](#)

The Private Hire Vehicles (London) Act 1998 s4(1) states that the holder of a London PHV operator's licence (in this Act referred to as a "London PHV operator") shall not in London accept a private hire booking other than at an operating centre specified in his licence. Are you satisfied that UBER LONDON LTD accepts all the bookings made on Uber's app for private hire vehicles and drivers licenced by TfL?

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

Last updated: 22 October, 2019

Officers are drafting a response

Uber (4)**Question No: 2019/19727**[David Kurten](#)

Uber has been refused Operator Licenses in several districts and has allegedly ignored regulations by allowing drivers using their App to accept hirings outside of the 'Controlled District' in which they (as Operator) are licensed to operate. If these allegations are correct, is Uber committing offences contrary to s.46 (1) (d) and 2 of the Local Government (Miscellaneous Provisions) Act 1976?

Answer for Uber (4)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

TfL Compliance Checks in Basildon**Question No: 2019/19728**[David Kurten](#)

How often are TfL compliance operations carried out in Basildon? If and when compliance operations are carried out in Basildon, do TfL check the records of bookings to see if private hire drivers are predominantly working in London or Basildon and where they live as suggested by Government, under the fit and proper criteria of their licences?

Answer for TfL Compliance Checks in Basildon[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Cab Enforcement Unit**Question No: 2019/19729**[David Kurten](#)

In your answer to question MQ 2019/12072 which asked “Has TfL ever communicated to the Met Police’s cab enforcement unit that the Police should not talk or communicate with certain individuals or certain trade union representatives within the taxi or private hire industry?” you stated that “this is not, and never has been, a decision for TfL”, but you avoided saying whether or not TfL has ever communicated with the police about such a decision.

Could you give a direct answer to the question, stating whether or not TfL has ever communicated to the Met Police’s Cab Enforcement Unit on the matter?

Answer for Cab Enforcement Unit[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Heathrow Airport and the Taxi Trade**Question No: 2019/19730**[David Kurten](#)

Heathrow Airport has suggested that it plans to charge taxis to enter the Airport grounds from 2026.

Do you understand that this will unfairly impact taxi drivers, as they are legally required to take a fare to any destination within the Greater London area, unlike private hire vehicles, who are not legally required to take a fare requested via their operators and can also pass such a charge onto their customers, as they do not have a set fare structure?

Answer for Heathrow Airport and the Taxi Trade[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

GLA Donations**Question No: 2019/19731**[Andrew Boff](#)

Please provide me with a list of all donations to the GLA since May 2016 detailing who provided the donations, the value of each donation and the purpose of them?

Answer for GLA Donations

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Elena Baturina

Question No: 2019/19732

[Andrew Boff](#)

What is the total amount of money Elena Baturina or her organisation, the Be Open foundation has gifted to City Hall or the Mayors fund for London?

Answer for Elena Baturina

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

London Plan Small Sites Policy

Question No: 2019/19733

[Andrew Boff](#)

Should your small sites policy survive the inspection process would you be supportive of delaying its implementation by at least one year to allow London Boroughs to develop relevant local plans and design codes?

London Plan Small Sites Policy

[The Mayor](#)

Last updated: 22 October, 2019

The draft Plan already recognises that the ten-year housing targets may be achieved gradually, and this is why in my Plan I encourage boroughs to set out a realistic, stepped housing delivery target over a ten-year period.

Brothel raids

Question No: 2019/19734

[Andrew Boff](#)

For each of the years Oct 16 to Sep 17, Oct 17 to Sep 18 and Oct 18 to Sep 19, please can you provide the following:

- The number of times that brothels were raided for suspected human trafficking/modern slavery offences
- The resulting number of times a human trafficking/modern slavery victim was found

- The resulting number of immigration offences detected

Answer for Brothel raids[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Brothel raids[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Falling windows**Question No: 2019/19735**[Andrew Boff](#)

For each of the years Oct 16 to Sep 17, Oct 17 to Sep 18 and Oct 18 to Sep 19, please can you provide the number of times windows have fallen from high-rise buildings?

Falling windows[The Mayor](#)

Last updated: 22 October, 2019

The GLA does not hold the requested data.

Mayor's Press Office**Question No: 2019/19736**[Andrew Boff](#)

For each of the previous 5 years, what was the total cost of the Mayor's press office?

Mayor's Press Office[The Mayor](#)

Last updated: 22 October, 2019

The total cost of the Mayor's Press office for each of the previous 5 years is as follows. This includes the budget for the shared service media monitoring contract provided to the Mayor and the London Assembly, TfL, Crossrail and the Met Police.

Financial Year	Total Spend
2018-19	920,967.95
2017-18	833,005.57

2016-17	824,360.79
2015-16	732,537.42
2014-15	725,070.78

Answer for Mayor's Press Office[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Mayor's fund for London**Question No: 2019/19737**[Andrew Boff](#)

Please provide a list of all donors and the amounts of all donations to the Mayor's fund for London from January 2016?

Mayor's fund for London[The Mayor](#)

Last updated: 22 October, 2019

The Mayor's Fund for London is an independent charity, of which the Mayor is Patron. This is a strictly 'non-executive' role, and neither I nor the Greater London Authority are involved in the Mayor's Fund's day-to-day operations. As such, neither I nor the GLA holds the information requested. Further information can be obtained through contacting the charity at info@mayorsfundforlondon.org.uk

Answer for Mayor's fund for London[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Mayor's fund for London (2)**Question No: 2019/19738**[Andrew Boff](#)

Please provide a list of all funds that have been donated or gifted to the GLA from the Mayor's Fund for London from January 2016 and what their purpose was?

Mayor's fund for London (2)[The Mayor](#)

Last updated: 22 October, 2019

The Greater London Authority has received £652,052 from the Mayor's Fund for London since January 2016 as approved by: MD2422, MD2138, MD1519, and DD2025. These decision forms set out the purpose of the GLA receiving these funds.

Answer for Mayor's fund for London (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

London Plan Inspectors' Report

Question No: 2019/19740

[Andrew Boff](#)

When will you be publishing the Inspectors' Report from the London Plan Examination in Public?

London Plan Inspectors' Report

[The Mayor](#)

Last updated: 22 October, 2019

I published the Inspectors' Report on the London Plan examination in public on Friday 18 October.

GLA Housing Completions

Question No: 2019/19741

[Andrew Boff](#)

Of the GLA-funded affordable homes started since 2016/17, how many have been completed? Please provide a breakdown by borough and number of bedrooms.

GLA Housing Completions

[The Mayor](#)

Last updated: 22 October, 2019

A response to this request will be compiled and provided as soon as possible.

Missing people reports while abroad

Question No: 2019/19742

[Andrew Boff](#)

For each of the years Oct 16 to Sep 17, Oct 17 to Sep 18 and Oct 18 to Sep 19, please could you provide the reports that the Met have received of the number people going missing while abroad, broken down by gender?

Missing people reports while abroad[The Mayor](#)

Last updated: 22 October, 2019

This does not fall under the remit of the Met, the Foreign Office deal with these missing persons cases.

Visitors to London (1)**Question No: 2019/19745**[Keith Prince](#)

How many domestic and international visitors did London have in 2018?

Answer for Visitors to London (1)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Visitors to London (2)**Question No: 2019/19746**[Keith Prince](#)

How are you monitoring London's performance for tourism to ensure London meets its visitor targets?

Visitors to London (2)[The Mayor](#)

Last updated: 22 October, 2019

International visitors to London are monitored by the Office for National Statistics through the International Passenger Survey.

Tube Capacity (2)**Question No: 2019/19747**[Keith Prince](#)

What active measures are you taking to ensure that the Tube is better utilised in those times of day and times of year that are significantly under capacity?

Answer for Tube Capacity (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

2014 Report from CIRAS about Fatigue from TOL Croydon Tram**Drivers****Question No: 2019/19748**[Keith Prince](#)

Item 64/11/47 from the 22 November 2017 Safety, Sustainability and Human Resources Panel (SSHR) Minutes (<http://content.tfl.gov.uk/item03-minutes.pdf>) records a TfL representative reporting that "CIRAS had submitted its 2014 report to FirstGroup, the operator of the tram and had not shared it with TfL at the time. Following the overturning incident on 9 November 2016, CIRAS shared relevant data with the investigating parties."

Yet your response to Question 2017/3874 contains a link to the same CIRAS report which clearly shows this report was published for public viewing in March 2014. Can you provide any evidence to confirm the TfL representative's statement to the 22 November 2017 SSHR Panel Meeting that TfL did not receive a copy of the 2014 CIRAS report until after the Croydon Tram Crash?

Answer for 2014 Report from CIRAS about Fatigue from TOL Croydon Tram**Drivers**[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Details of Consultations between TfL and TOL about IA 13744**Question No: 2019/19749**[Keith Prince](#)

Correspondence dated 6 June 2014 from TfL to TOL you released in Question 2019/12003 refers to "following consultations with Nick Baker and TOL we have agreed the following details for this audit work" which became IA 13744.

Please provide me with all emails, notes and agreements relating to and resulting from those "consultations" to that 6 June 2014 correspondence to which TfL referred?

Answer for Details of Consultations between TfL and TOL about IA 13744[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Communication about Fatigue Management between TfL and First Group TOL**Question No: 2019/19750**[Keith Prince](#)

Per the Terms of Reference for IA 13744 you released in response to Question 2019/12003, please provide me with all notes, memos, emails about Driver Fatigue and Audit IA 13744 sent between TfL and First Group TOL between the dates of 1 March 2014 and 6 June 2014.

Answer for Communication about Fatigue Management between TfL and First Group TOL[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Bus Collisions from 2005**Question No: 2019/19751**[Keith Prince](#)

Further to your response from 2019/12307, can you provide me with the same information from FY 2005/6 to 2014/15?

Answer for Bus Collisions from 2005[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Bus Safety**Question No: 2019/19752**[Keith Prince](#)

Why do you and TfL refer to improvements in Bus Safety when the police data shows no reductions in KSIs since the beginning of your Mayoralty?

Answer for Bus Safety[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Bus Contract Performance Audits**Question No: 2019/19753**[Keith Prince](#)

Per your response to Question 2018/0168, how many Bus Contract Performance Audits has TfL conducted since 2005?

Answer for Bus Contract Performance Audits[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Templates of Bus Contract Performance Audits**Question No: 2019/19754**[Keith Prince](#)

Please provide me with the template of every Bus Contract Performance Audit conducted by TfL from 2005.

Answer for Templates of Bus Contract Performance Audits[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Delays in public release of Loughborough University Study of Bus Driver Fatigue**Question No: 2019/19755**[Keith Prince](#)

Per your response to 2019/17463, in addition to Bus Operators and Unite the Union, were there any other parties that were shown drafts and allowed to comment on the Loughborough University Fatigue Study before it was published in August 2019?

Answer for Delays in public release of Loughborough University Study of Bus Driver Fatigue[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Fatigue Audit IA 17780**Question No: 2019/19756**[Keith Prince](#)

Per your response to Question 2019/17463, did TfL share the findings of IA 17780 with the unions ASLEF and Unite before it was published on a restricted and confidential basis on 15 September 2017?

Answer for Fatigue Audit IA 17780[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Notes about IA 17780 taken by TfL executives at 2017 and 2018 Board Level Meetings**Question No: 2019/19757**[Keith Prince](#)

Please provide me with copies of any contemporaneous notes (including handwritten) which mention First Group Fatigue Management or IA 17780 taken by TfL executives at the following Board Level Meetings: 28 September 2017, 22 November 2017, 22 January 2018, 23 May 2018.

Answer for Notes about IA 17780 taken by TfL executives at 2017 and 2018 Board Level Meetings[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

First Group TOL's public statements about Fatigue Management not being a factor in the Croydon Tram Crash**Question No: 2019/19758**[Keith Prince](#)

In your response to Question 2019/12324 you stated that First Group's statements that "Following the tragic incident in 2016, the Rail Accident Investigation Branch (RAIB) concluded that the management of fatigue was not a factor" is "a matter for first group."

Given that (a) First Group TOL's income is derived entirely from a single 30 year contract it has with TfL; and (b) IA 17780 identified a number of manifest deficiencies in First Group TOL's Fatigue Management System, should I interpret your response as an abdication of the safety oversight responsibility which falls on TfL as sole contractor and you as TfL Chair?

Answer for First Group TOL's public statements about Fatigue Management not being a factor in the Croydon Tram Crash

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

IA 17780 and the December 2017 Audit and Assurance Committees Internal Audit Report

Question No: 2019/19759

[Keith Prince](#)

Further to your response to Question 2019/8958, in Appendix 1 of the Audit and Assurance Internal Audit Quarter 2 Report 2017/18 published on 14 December 2017 (<http://content.tfl.gov.uk/aac-20171214-part-1-item05-internal-audit-q2-r...>) why was IA 17780 "Management of Fatigue in Tram Operations Limited (TOL)" recorded as "Consultancy" and "No Conclusion" and not "Requires Improvement"?

Answer for IA 17780 and the December 2017 Audit and Assurance Committees Internal Audit Report

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Uber

Question No: 2019/19760

[Keith Prince](#)

In granting ULL a 2 month licence TfL's press release stated "Uber London Limited has been granted a two-month private hire operator licence to allow for scrutiny of additional information that we are requesting ahead of consideration of any potential further licensing application." What is that additional information and why was this not requested prior to the recent licence decision?

Answer for Uber

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

ZEC Taxi (1)**Question No: 2019/19761**[Keith Prince](#)

The attraction for taxi drivers in deciding to purchase a new ZEC taxi is fuel savings and a significant factor in those savings is the ability to home charge. What studies has the Mayor conducted to identify the percentage of drivers with that ability?

ZEC Taxi (1)[The Mayor](#)

Last updated: 22 October, 2019

In the 2014/15 Taxi and Private Hire Licensee Customer Satisfaction Survey (CSS), Transport for London (TfL) asked taxi drivers about where they parked their taxi. The results showed that 47 per cent of taxi drivers kept their vehicle at home on their driveway and a further nine per cent at home in a garage. These drivers should be able to charge a ZEC taxi at home.

In order to support high mileage vehicles like taxis, and allow for rapid charging while working, the TfL Rapid Charging Infrastructure project is installing 300 rapid charge points by the end of 2020. As of 8 October 2019, 207 of these have already been installed, of which 73 are taxi dedicated.

ZEC Taxi (2)**Question No: 2019/19762**[Keith Prince](#)

How has the Mayor calculated the number of taxi dedicated rapid charger points required in relation to the rising ZEC taxi uptake?

Answer for ZEC Taxi (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Taxi Apps**Question No: 2019/19763**[Keith Prince](#)

I have been contacted by a taxi driver, who has raised a concern with TfL and the Metropolitan Police, claiming that some apps that are operating in the taxi market are either aiding and abetting a criminal act and benefiting from the proceeds of crime or avoiding their VAT liability. You should be aware of this because the taxi driver has also

written to you directly. Do you acknowledge these concerns and have you written to the Metropolitan Police and HMRC to raise these concerns?

Answer for Taxi Apps

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Air Pollution Calculations

Question No: 2019/19764

[Keith Prince](#)

What is the formal record of cause of death to which the Mayor is referring, from which he has calculated that 9,500 London residents are dying each year due to air pollution in the city?

Air Pollution Calculations

[The Mayor](#)

Last updated: 22 October, 2019

Cause of death as recorded on a death certificate is not always the same as an attributable factor in death. For example, were a heavy smoker to die from lung cancer the cause of death would be lung cancer. The best scientific evidence, around which there is a strong consensus, is that this death would be attributable to smoking. The cause of death, however, would be recorded as lung cancer. Similarly, there is a strong scientific consensus that in London thousands of premature deaths a year are attributable to air pollution. The causes of death attributable to air pollution exposure include cancer, stroke and heart disease.

The number of premature deaths in London attributable to air pollution was independently calculated by King's College London in 2015 and the report explaining how they came to this figure is available on the London.gov.uk website (https://www.london.gov.uk/sites/default/files/hiainlondon_kingsreport_14...). This report was based on the best scientific evidence at the time on mortality attributable to air pollution, more recent updates suggest that the true impact may be higher (please see Mayor's Question 2019/19768).

Airborne Pollutants (1)

Question No: 2019/19765

[Keith Prince](#)

Which three airborne pollutants, specifically, does the Mayor claim are causing the most deaths in the Capital and in what proportions are the respective pollutants having this effect?

Airborne Pollutants (1)[The Mayor](#)

Last updated: 22 October, 2019

The three pollutants in London most associated with premature mortality are nitrogen dioxide (NO₂), fine particulate matter (PM_{2.5}) and coarse particulate matter (PM₁₀). The impacts of exposure to air pollution are complex, whilst some are attributable directly to individual pollutants, some impacts are due to the combined effect of exposure to multiple pollutants. Detailed apportionment of mortality effects is included in the King's College London "Understanding the Health Impacts of Air Pollution in London" report, available on https://www.london.gov.uk/sites/default/files/HIAinLondon_KingsReport_14...

Airborne Pollutants (2)**Question No: 2019/19766**[Keith Prince](#)

What, in order of impact, are the chief sources of the three primary airborne pollutants that the Mayor claims are killing people in London, and what is his source for this information?

Airborne Pollutants (2)[The Mayor](#)

Last updated: 22 October, 2019

The three primary airborne pollutants are nitrogen dioxide (NO₂), fine particulate matter (PM_{2.5}) and coarse particulate matter (PM₁₀). As NO can readily be converted to NO₂ in the atmosphere emissions are usually calculated as a mixture of Nitrogen Oxides, NO_x.

The London Atmospheric Emissions Inventory (LAEI), which is the GLA's main dataset for air quality, is used to calculate the contributions from each sector to London's total emissions. The LAEI is regularly updated and published on the London datastore. The most recent inventory (LAEI 2016) was published in May this year. The LAEI uses publicly available data, such as the Government's National Atmospheric Emissions Inventory and registers of industrial processes, as well as data gathered by TfL, such as traffic counts, to calculate emissions.

Pollutant	Largest Source	2nd Largest source	3rd Largest source
NO _x	Road transport	Industrial/commercial Heat/power	Aviation
PM ₁₀	Construction	Road transport	Resuspension*
PM _{2.5}	Road transport	Domestic biomass (wood burning)	Construction

* "Resuspension" refers to Particulate Matter that is stirred up from roads or other surfaces back into the atmosphere.

Average Traffic Speeds**Question No: 2019/19767**[Keith Prince](#)

What has been the change in terms of average traffic speeds over the last 10 years, year on year, in the locations in London where these speeds are measured?

Average Traffic Speeds[The Mayor](#)

Last updated: 22 October, 2019

Long term general traffic speeds in London are measured for central, inner and outer London using GPS-based data for key roads. Weekday (07:00 to 19:00) speeds from 2008 to 2018 have changed from:

- 8.7 mph to 7.1 mph in central London
- 12.5 mph to 11.6 mph in inner London
- 20.3 mph to 19.3 mph in outer London

A detailed trend chart up to 2016 can be found in Transport for London's annual Travel in London Report 10, with data up to 2018 due in the forthcoming Travel in London Report 12, which is expected to be published in December 2019.

Health Impacts of NO2**Question No: 2019/19768**[Keith Prince](#)

What is your specific evidence for the health impacts of current levels of NO2 in London?

Health Impacts of NO2[The Mayor](#)

Last updated: 22 October, 2019

There is a broad scientific consensus that air pollution, including NO2, has direct effects on public health. This is why the EU and the UK Government have adopted legal limits on concentrations of NO2 for the protection of public health, which are themselves based on recommendations and guidelines from the World Health Organization.

In 2015 the UK Government's Committee on the Medical Effects of Air Pollution (COMEAP) undertook a meta-analysis of the epidemiological evidence. This report was followed later in 2015 and in 2018 by COMEAP reports that quantified the "mortality burden" of elevated short and long term exposure to NO2, based on analysis of multiple cohort studies, and these studies have informed independent calculations of the scale of health effects in London.

Charging Motorcycles in London**Question No: 2019/19769**[Keith Prince](#)

What is the context for the evidence that results in London being the only city in the UK that sees a justification for charging motorcycles via the ULEZ?

Answer for Charging Motorcycles in London[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Real World Motorcycle Emissions (1)**Question No: 2019/19770**[Keith Prince](#)

What capability do your preferred modelling techniques have to accurately represent the current real world emissions from motorcycles, and the effect of modal shift from cars to motorcycles?

Real World Motorcycle Emissions (1)[The Mayor](#)

Last updated: 22 October, 2019

The Greater London Authority (GLA) and Transport for London (TfL) work in partnership to produce a comprehensive set of air quality datasets. The London Atmospheric Emissions Inventory (LAEI) is the key tool for air quality analysis. It is a regularly updated database of pollutant emissions and sources including geographic data and maps.

For emissions modelling purposes, TfL uses the COPERT 5 emissions factors. COPERT is the EU standard vehicle emissions calculator and is currently the best representation of 'real world' driving emissions from vehicles. It is used by the Department Environment, Food and Rural Affairs and includes vehicle population, mileage, speed and other data such as ambient temperature.

The models do not include an assumption for modal shift from cars to motorcycle.

Real World Motorcycle Emissions (2)**Question No: 2019/19771**[Keith Prince](#)

What evidence do you have to justify TfL's decision to exclude a policy, universally accepted to reduce congestion, from overall efforts to reduce emissions?

Answer for Real World Motorcycle Emissions (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Testing Motorcycle Emissions

Question No: 2019/19772

[Keith Prince](#)

Why have no efforts been made by TfL to fund the necessary testing equipment to carry out individual testing of motorcycles at dealerships or MOT centres?

Testing Motorcycle Emissions

[The Mayor](#)

Last updated: 22 October, 2019

It is the motorcycle owner's legal responsibility to prove their vehicle is compliant with Ultra Low Emission Zone standards and, where necessary, incur the cost of doing so. This is the same policy Transport for London has for the owners of all vehicles – not just motorcycles. Where emissions data in the vehicle's registration document does not exist, a test centre carrying out emissions testing will charge the owner directly for the test, which covers the costs of the equipment and the labour involved.

Pre-Euro 3 Motorcycle Compliance (1)

Question No: 2019/19773

[Keith Prince](#)

Why have TfL chosen not to issue a press release to highlight the routes to proving ULEZ compliance of pre Euro3 motorcycles?

Pre-Euro 3 Motorcycle Compliance (1)

[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) provides clear information on motorcycle emissions testing on the motorcycle related Ultra Low Emission Zone (ULEZ) page of its website (<https://tfl.gov.uk/modes/driving/ultra-low-emission-zone/motorcycles-mopeds-and-more>). There was extensive publicity in the run up to the launch of the ULEZ, including press releases, and the information given to all vehicle owners (including motorcycle owners) was to check their vehicle's compliance on the TfL website. TfL has also communicated the testing route to the Motorcycle Action Group and Motorcycle Industry Association and encouraged them to communicate this to their members.

Pre-Euro 3 Motorcycle Compliance (2)**Question No: 2019/19774**[Keith Prince](#)

What are the results in your models of modal shift from pre Euro3 motorcycles to cars?

Pre-Euro 3 Motorcycle Compliance (2)[The Mayor](#)

Last updated: 22 October, 2019

The Ultra Low Emission Zone emission models do not account for a mode shift from pre-Euro 3 motorcycles to cars. Transport for London's monitoring indicates that circa 3 per cent of motorcycles that enter the zone are pre-Euro 3 and it is not expected that shifting to a car would be a common rider response. However, where that does occur, it will not have a significant effect on traffic or congestion as pre-Euro 3 motorcycles make up a small proportion of overall vehicle numbers.

Motorcycle Emissions Compliance**Question No: 2019/19775**[Keith Prince](#)

What proportion of motorcycles undergoing individual testing are being found to be compliant with the chosen NO2 emission standard of 0.15g/km?

Motorcycle Emissions Compliance[The Mayor](#)

Last updated: 22 October, 2019

Analysis of test results for August 2019 show that 48 per cent of motorcycles presented for testing pass first time. A further 25 per cent pass second time after the vehicle has been altered to bring emission levels to within the required standard.

Pre-Euro 3 Motorcycles**Question No: 2019/19776**[Keith Prince](#)

Why are TfL refusing to publish a list of all pre Euro3 motorcycles, by make, model, and year of manufacture that have been exempted?

Pre-Euro 3 Motorcycles[The Mayor](#)

Last updated: 22 October, 2019

Motorcycles of the same make, model and year of manufacture can have varying emission levels so it would not be appropriate to publish a list of motorcycles that have proven their compliance based on these factors.

Payment of charges on NO2 compliant vehicles**Question No: 2019/19777**

Keith Prince

What are the benefits to TfL of taking payment of charges on vehicles that meet the compliance criteria for NO2?

Payment of charges on NO2 compliant vehicles

The Mayor

Last updated: 22 October, 2019

Transport for London (TfL) takes considerable care to avoid charging a compliant vehicle, and uses the best information available to avoid unnecessary charges. Vehicles that meet the required Ultra Low Emission Zone (ULEZ) emissions standards do not need to pay any charges. Where the emissions standard is uncertain or the emissions data does not exist in the vehicle registration document, TfL requires proof of emissions levels. It is the vehicle owner's legal responsibility to prove their individual vehicle is compliant before entering the ULEZ, or be liable for the charge. Anyone who believes their vehicle is compliant should provide the relevant information to TfL via the ULEZ website (<https://tfl.gov.uk/modes/driving/check-your-vehicle-35896>). TfL will then consider all the circumstances on a case by case basis.

Where there is uncertainty, vehicle owners are able to provide evidence of individual vehicle compliance by obtaining a Certificate of Conformity from the vehicle manufacturer or by testing their vehicle at an accredited test centre.

ULEZ Impact**Question No: 2019/19778**

Keith Prince

Will the Mayor provide me with a clear summary of the methodology being used to measure the impact the introduction of ULEZ has had on emissions in London and ensure I have an opportunity to meet with those applying this methodology?

ULEZ Impact

The Mayor

Last updated: 21 October, 2019

Earlier this year reports were published evaluating the impact of the central London Ultra Low Emission Zone following its first month and first four months of operation. These reports evaluated the impact of the ULEZ using vehicle compliance data. They found that in July 2019 the average compliance rate with the ULEZ standards was around 73 per cent in congestion charging hours and 75 per cent in a 24 hour period. This is much higher than 39 per cent in February 2017 and 61 per cent in March 2019 (congestion charging hours).

The Central London ULEZ – Six Month evaluation report is now available and can be found here. It includes an evaluation of impacts on air pollution concentrations and emissions and a full methodology. Officers regularly offer meetings to the assembly member researchers and will arrange a full briefing on the ULEZ six month report.

The Elizabeth Line (1)**Question No: 2019/19779**[Shaun Bailey](#)

What assessment have you made of the impact on London's businesses on the continuing delay of the Elizabeth Line?

Answer for The Elizabeth Line (1)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

The Elizabeth Line (2)**Question No: 2019/19780**[Shaun Bailey](#)

What is the impact on London's regional economic growth as a result of the continuing delay of the Elizabeth Line?

Answer for The Elizabeth Line (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

The Elizabeth Line (3)**Question No: 2019/19781**[Shaun Bailey](#)

What are the latest assessment results for the testing taking place on the Elizabeth Line?

Answer for The Elizabeth Line (3)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

The Elizabeth Line (4)**Question No: 2019/19782**[Shaun Bailey](#)

What is your financial contingency plan if the Elizabeth Line is delayed again past March 2021?

Answer for The Elizabeth Line (4)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Tube safety (1)**Question No: 2019/19783**[Shaun Bailey](#)

Given the worrying levels of crime on London's tube network, what plans are in place to protect both passengers and TfL staff?

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

Last updated: 22 October, 2019

The Tube remains a safe, low crime environment with very few people ever experiencing or witnessing crime. The increase in crime on London Underground is primarily due to theft offences. This can be partly explained by the British Transport Police launching their online crime reporting in October 2018, which means that the force is now recording offences which may previously have gone unreported.

There is a 3,000 strong group of officers across the network dedicated to transport policing, keeping customers and staff safe. This is supplemented by an extensive network of CCTV.

Transport for London (TfL) and their police colleagues have good intelligence to suggest that the London public transport networks are currently being targeted by thieves working as part of organised criminal networks. To counter this, the police are using a range of tactics to deter, detect and disrupt their criminal activity including plain clothes and uniformed officer patrols, large scale operations and investigations. TfL has also been supporting this significant police effort by promoting crime prevention advice to customers, and working closely with them to share knowledge and intelligence. A recent week of action on theft between TfL and the police resulted in 48 arrests, with uniformed and plain clothes officers deployed across the network to reassure the public and deter and detect crime.

Tube safety (2)**Question No: 2019/19784**[Shaun Bailey](#)

Have you done any work to ascertain how safe passengers feel on London's tube network and if Londoners have any ideas of their own to improve safety?

Answer for Tube safety (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Hate crime offences**Question No: 2019/19785**[Shaun Bailey](#)

What are the figures for hate crime offences each year for the past four years over the TfL network?

Answer for Hate crime offences[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Tree planting**Question No: 2019/19786**[Shaun Bailey](#)

What plans are in place to speed up tree planting within the remainder of your mayoral term?

Tree planting[The Mayor](#)

Last updated: 22 October, 2019

Since May 2016, I have funded the planting of 175,000 trees, more than the previous Mayor planted over two terms. My funding has supported tree planting in every London borough.

This month I announced plans to plant 95,000 more trees this winter. 40,000 of these trees will be planted through 33 projects supported by my Greener City Fund.

As part of my #PlantATree campaign, I am also giving away 30,000 trees for Londoners to plant at home, and a further 25,000 to community groups. These trees will be delivered in

time for National Tree Week (23 November – 1 December), when we will also be supporting mass planting events and encouraging the community to plant trees together. Details can be found at www.london.gov.uk/trees.

More tree planting projects are being planned for the remainder of this mayoral term. This will include announcing plans for new woodlands to be created in the Green Belt, and the planting of thousands of new street trees.

Hammersmith Bridge engagement

Question No: 2019/19787

[Shaun Bailey](#)

In relation to Hammersmith Bridge, how many times have you met with local stakeholders and residents since the bridge was closed and who were they?

Answer for Hammersmith Bridge engagement

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

GPS pilot

Question No: 2019/19788

[Shaun Bailey](#)

In February you announced a pilot scheme where the movement of convicts is automatically checked against location of reported crimes using GPS. Please can you provide the following for each month it has been operating:

- The number of times a convict was detected in the vicinity of a crime, by crime type
- The number of times this resulted in a charge, by crime type
- The number of times this resulted in a successful sanction detection, by crime type

GPS pilot

[The Mayor](#)

Last updated: 22 October, 2019

The GPS pilot for knife crime offenders was launched in February this year and has now been expanded to 22 boroughs. This pilot is open to cases being released from prison before the end of April 2020, with the last cases being monitored until September 2020.

The pilot, which is being evaluated by the MOPAC Evidence and Insight team, includes crime mapping, the process whereby offenders subject to GPS tagging have their movements automatically checked against reported crimes.

A full evaluation of the pilot is being undertaken, which will include an assessment of crime mapping.

Armed response vehicles

Question No: 2019/19789

[Shaun Bailey](#)

Broken down by year since 2016, how many armed response vehicles does the MPS possess?

Armed response vehicles

[The Mayor](#)

Last updated: 22 October, 2019

The information requested is operationally sensitive and, particularly in light of the current threat, it would not be appropriate to release any such information.

Supplementary Planning Guidance on Density

Question No: 2019/19791

[Steve O'Connell](#)

Your answer to Question 2019/8976 on 17 May 2019 indicated you are currently preparing a detailed Supplementary Planning Guidance (SPG) to accompany the London Plan policy that will provide additional detail on how to effectively optimise housing potential using the design led approach.

Can you indicate when you intend to publish this Supplementary Planning Guidance (SPG), providing guidance on assessing appropriate housing and residential densities for new housing developments?

Supplementary Planning Guidance on Density

[The Mayor](#)

Last updated: 22 October, 2019

I will publish a draft of the supplementary planning guidance for optimising site capacity through a design-led approach in early 2020.

Temporary Shuttle Buses

Question No: 2019/19792

[Steve O'Connell](#)

When buses are on diversion for planned road, utility or civil engineering works, as recently happened along Norbury Crescent (No. 50), TfL just put a yellow sticker on the affected bus stops. They give no advance warning. The sticker may indicate that passengers should

walk to the next bus stop, but this may also be closed. This means that older people and those with limited mobility problems either have to struggle to reach the next open bus stop, order a cab if they can afford it, or abandon their journey and go back home.

What consideration has been given to the use of shuttle buses to take passengers to and from the nearest bus stops at either end of the road works?

Answer for Temporary Shuttle Buses

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

General Strike for Climate (1)

Question No: 2019/19794

[Susan Hall](#)

How many members of GLA staff took time out of their working day as you encouraged, to attend the General Strike for Climate on Friday 20th September?

General Strike for Climate (1)

[The Mayor](#)

Last updated: 22 October, 2019

Staff participating in the activity did so on their own time. Therefore, numbers of those taking part was not tracked by the GLA.

General Strike for Climate (2)

Question No: 2019/19795

[Susan Hall](#)

How many members of TfL staff took time out of their working day as you encouraged, to attend the General Strike for Climate on Friday 20th September?

General Strike for Climate (2)

[The Mayor](#)

Last updated: 22 October, 2019

I have demonstrated my commitment to addressing the Climate Emergency and sought to provide leadership on this issue while pressing Government to match our ambition on a national scale.

Transport for London (TfL) invited staff to take part in solidarity action on their own time, either as part of their lunch break or at another time during the day. Staff have been encouraged to take into account work commitments and discuss their plans with their manager.

TfL does not have, nor would it be appropriate to have, systems in place to monitor what employees do in their breaks, or monitor what employees do with their time when they are not in the workplace. With this in mind it is not possible to answer how many employees took time off to participate in the General Strike for Climate.

We Are All Londoners Event

Question No: 2019/19796

[Susan Hall](#)

Could you provide a full cost breakdown for the We Are All Londoners event, held in and around City Hall on 21 September - including but not limited to catering, advertising, facility, security and any other associated costs?

We Are All Londoners Event

[The Mayor](#)

Last updated: 22 October, 2019

It's my duty as Mayor to do everything in my power to support all Londoners. This includes supporting the more than one million EU citizens who have made this city their home and are now experiencing significant anxiety due to the uncertainty surrounding Brexit.

The free "We Are All Londoners" event I held on 21 September 2019 welcomed over 1200 Londoners to City Hall to celebrate and support London's European communities. The programme for the sold-out event included the UK's first EU Settlement Ceremony, European music, food and film, panel discussions, exhibitions, sport and craft activities for children, a language café, and access free immigration advice and support.

The event also provided over 500 Londoners free one-to-one immigration advice on the EU Settlement Scheme. This was delivered by 18 lawyers who provided their time pro bono at a value of £25,000.

The total cost of delivering this event was £48,093. This included:

- £20,605.00 - Programme delivery: all activities and resources required to deliver the event programme; including activity providers, performers and exhibition installation costs
- £5000.00 - Promotion: includes paid advertising to ensure that hard to reach EU communities in London were aware of the event and able to register for free tickets.
- £8,027.00 - Event materials: Includes printed materials e.g. programmes, signage and an educational community engagement activity.
- £14,461.00 - Event logistics: Includes catering, security, facilities support, staging.

The budget for this event was in line with the Arrival event we hosted at City Hall in 2018. Similar to the "We Are All Londoners" event, Arrival celebrated and supported a particular community in London – the Windrush generation and Caribbean community in London.

Leading for London Programme**Question No: 2019/19797**[Susan Hall](#)

Please provide a breakdown of all the items/events delivered so far for the Met's Leading for London Programme, including:

- The name and description
- The cost
- The number of police officers who participated
- The number of police staff and PCSO's who participated

Answer for Leading for London Programme[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Leading for London Programme[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Bike hire crimes**Question No: 2019/19798**[Susan Hall](#)

For each of the years Oct 16 to Sep 17, Oct 17 to Sep 18 and Oct 18 to Sep 19 please can you provide a breakdown of the number of crimes that involved a GLA hire bike, by crime type?

Answer for Bike hire crimes[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Bike hire crimes[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Deferred prosecutions**Question No: 2019/19799**[Susan Hall](#)

In June last year, a pilot was announced that would see young offenders receive deferred prosecutions. Please provide the following:

- The number of deferred prosecutions broken down by crime type
- The number of people who received deferred prosecutions who then went on commit another crime
- Any evaluation of the success of the pilot and if it is set to continue

Answer for Deferred prosecutions[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Deferred prosecutions[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Lorry thefts**Question No: 2019/19800**[Susan Hall](#)

For each of the years Oct 16 to Sep 17, Oct 17 to Sep 18 and Oct 18 to Sep 19, how many thefts from lorries have occurred?

For each of the years Oct 16 to Sep 17, Oct 17 to Sep 18 and Oct 18 to Sep 19, how many thefts have taken place in lorry parks?

Lorry thefts[The Mayor](#)

Last updated: 22 October, 2019

Please see attached the requested data for the period specified. It should be noted that the accuracy of the data is totally reliant on the quality of the crime flagging.

Organ trafficking and harvesting**Question No: 2019/19801**[Susan Hall](#)

For each of the years Oct 16 to Sep 17, Oct 17 to Sep 18 and Oct 18 to Sep 19, how many instances of organ trafficking, and harvesting have been detected?

Organ trafficking and harvesting[The Mayor](#)

Last updated: 22 October, 2019

Offences of Organ Trafficking and Harvesting would be recorded crimes under the Human Tissue Act (2004). A search of MPS crime systems for all offence codes under this Act for the date period requested produced a null return, i.e. the MPS have not recorded any offences under this Act. A similar search was performed for allegations (unconfirmed offences, or initial classifications): again, this produced a null return.

Night bus crime**Question No: 2019/19802**[Susan Hall](#)

For each of the years Oct 16 to Sep 17, Oct 17 to Sep 18 and Oct 18 to Sep 19, how many crimes have been committed on night buses, broken down by crime type?

Answer for Night bus crime[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Your priorities for London' consultation**Question No: 2019/19803**[Susan Hall](#)

When are the results of the 'your priorities for London' consultation due to be published, and will you commit to ensuring these will be provided to AMs in advance of the publication of the draft budget?

Your priorities for London' consultation[The Mayor](#)

Last updated: 22 October, 2019

The results of the 'Priorities for London' survey will be provided alongside the Budget Consultation Document. This is due to be issued to Assembly Members no later than 20 December 2019. The results will also be published on Talk London on 6 January 2020, when further public consultation on the draft budget will commence.

Assembly Members will be informed if this schedule needs to be amended as a result of any external changes in circumstances which would impact on the budget proposals.

Metropolitan Line

Question No: 2019/19805

[Susan Hall](#)

What are you doing to tackle the shortage of drivers on the London Underground Network, particularly the Metropolitan Line where this is causing delays to the regular service?

Answer for Metropolitan Line

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Car Allowances

Question No: 2019/19806

[Susan Hall](#)

Do any GLA employees receive car allowances? If so, how many and what was the total cost of this in the most recent financial year?

Car Allowances

[The Mayor](#)

Last updated: 22 October, 2019

No members of staff at the GLA receive car allowances.

Smart Meters

Question No: 2019/19807

[Tony Arbour](#)

Do you know how many smart meters have been installed so far in London?

Smart Meters

[The Mayor](#)

Last updated: 22 October, 2019

The most recent public available data is June 2018. Please see Mayor's Question 2019/9171 <https://www.london.gov.uk/questions/2019/9171>

Smart Meters**Question No: 2019/19808**[Tony Arbour](#)

How is the GLA working with Government to offer smart meters to every home owner in London?

Smart Meters[The Mayor](#)

Last updated: 22 October, 2019

Government is currently consulting on extending the smart meter target out to 2024. This proposal validates our earlier concerns (Please see Mayor's Question 2019/9171). I will continue to raise in my response to that consultation the need for Government Ofgem and energy companies produce a credible plan which demonstrates how the rollout can overcome the management, technological, financial and social barriers hampering progress. I will also be urging Government to address my concerns at the level of consumer engagement and energy efficiency advice provided to Londoners, as well as the inadequate attention to the needs of vulnerable people as part of the smart meter rollout. The plan must ensure that benefits to consumers are maximised.

Food Waster**Question No: 2019/19809**[Tony Arbour](#)

How many boroughs will not provide a separate weekly food waste collection by 31st December 2019?

Food Waster[The Mayor](#)

Last updated: 22 October, 2019

By 31st December 2019, 24 boroughs will provide separate weekly food waste collections to kerbside properties. 15 of these boroughs will collect food waste that is fully separated from other recycling streams for treatment via anaerobic digestion with the remaining nine collecting food waste that is co-mingled with garden waste for treatment via In-Vessel Composting.

My officers are working with all boroughs to develop their waste Reduction and Recycling Plans by 2020 to set out how they will meet my minimum service level for household recycling, including the nine that do not currently provide a separate food waste collection service.

Please see answer to Mayor's Question 2019/9162 from May of this year.

Carbon reduction**Question No: 2019/19810**[Tony Arbour](#)

Are we on course to deliver a 40% carbon reduction by 2022?

Carbon reduction[The Mayor](#)

Last updated: 22 October, 2019

As part of our aim to reach net zero, the Mayor has adopted a system of five-year carbon budgets from 2018-2032, to create an emissions pathway to 2050. The first Budget covers the period 2018-2022, and a 40 per cent reduction corresponds to the midpoint of the Budget (2020). This requires us to reduce emissions to a level of 27 MtCO₂ e, from a figure of 30.9 MtCO₂ e in 2016, the year for which we have the most recent data.

We are on track to meet the first carbon budget, provided the government forecasts for decarbonisation of the electricity grid (largely by generating more power from large scale renewables like wind farms) are met. This electricity grid decarbonisation is also vital for the Government to meet national carbon budgets. The Committee on Climate Change recently highlighted that current government policies are on track to put the power sector on course to meet its contribution towards the UK's second carbon budget, including achieving 80TWh of renewable generation.

It is too early to say if we will meet later carbon budgets: 2023- 2027: (requires a 50 per cent reduction) and 2028 – 2032 (requires a 60 per cent reduction) as it will depend on the development of national policies particularly on energy efficiency and heat. However, the Committee on Climate Change noted that Government must set out plans to deliver additional low carbon generation over and above what they have contracted for to 2030 to deliver an ambition for an emissions intensity towards 50 gCO₂/kWh.

GLA Car fleet**Question No: 2019/19811**[Tony Arbour](#)

What percentage of the GLA car fleet is zero emission?

GLA Car fleet[The Mayor](#)

Last updated: 22 October, 2019

Within their Memorandum of Understandings (MoU) with Transport for London, GLA functional bodies have committed to ensure all general purpose cars are zero emission or, where necessary, zero emission capable* by 2025. This totals to over 1,000 cars across the London Fire Brigade (LFB), Transport for London (TfL) and Metropolitan Police Service (MPS).

The MPS have a further 2,500 cars in their emergency response unit that have demanding operational requirements. As set out in their MoU, the MPS are working to ensure all new vehicles joining this car fleet are zero emission capable from 2025.

The below information is for October 2019 and shows the proportion of the current GLA functional bodies' general purpose car fleet that are zero emission capable and zero emission.

Fleet	Total number of general purpose cars	Number of zero emission capable cars (of which X are zero emission)	Percentage of zero emission capable cars
TfL	173	13 (12)	8 %
LFB	61	58 (0)	95 %
MPS	800	478 (62)	60 %
Total GLA functional bodies' car fleet	1,034	549 (74)	53 %

* A zero emission capable car has a minimum 20 mile zero emission range and must produce less than 75g/km CO₂ (eg a range extended plug-in hybrid car). Zero emission capable vehicles are inclusive of zero emission vehicles.

Smart meter

Question No: 2019/19812

[Tony Arbour](#)

How is the GLA working with Government to offer smart meters to every SME in London?

Smart meter

[The Mayor](#)

Last updated: 22 October, 2019

Government is currently consulting on extending the smart meter target out to 2024. This proposal validates our earlier concerns (Please see Mayor's Question 2019/9171.). I will continue to raise in my response to that consultation the need for Government Ofgem and energy companies produce a credible plan which demonstrates how the rollout can overcome the management, technological, financial and social barriers hampering progress. I will also be urging Government to address my concerns at the level of consumer engagement and energy efficiency advice provided to Londoners, as well as the inadequate attention to the needs of vulnerable people as part of the smart meter rollout. The plan must ensure that benefits to consumers are maximised.

Bus route upgrades**Question No: 2019/19813**[Tony Arbour](#)

Are there any plans to upgrade any of the bus vehicles on each of these routes (K2, 481, 371, 391, 281 and N22) and, if so, how many and when will those upgrades take place?

Bus route upgrades[The Mayor](#)

Last updated: 22 October, 2019

Every one of Transport for London's bus routes that does not currently meet or exceed the ultra-clean Euro VI diesel standard will be upgraded between now and next autumn. This will ensure the cleanest vehicles operate in every corner of the Capital and residents benefit from healthier streets. Routes K2, 481, 391, 281 and N22 already meet the Euro VI standard, while route 371 is currently being upgraded to meet the latest standard.

Trees**Question No: 2019/19814**[Tony Devenish](#)

Would the Mayor provide a breakdown of the types of trees planted since 2016

Trees[The Mayor](#)

Last updated: 22 October, 2019

Since May 2016, I have funded the planting of 175,000 trees, more than the previous Mayor planted over two terms. This month I announced plans to plant a further 95,000 trees this winter.

My funding has supported tree planting in every London borough. These trees have been planted through a range of programmes delivered in partnership with local authorities, environmental organisations, community groups, schools and Londoners.

The type of trees planted in individual projects is primarily a decision for delivery partners and landowners. We provide advice on species choice in line with Forestry Commission guidance on choosing "the right tree for the right place", taking in to account factors such as size, soil type and allergy risk.

Example species planted through my programmes include: field maple, rowan, cherry, silver birch, hazel, hawthorn, oak, beech, apple, hornbeam. The size of trees planted also varies across projects, from smaller saplings (whips) for woodland creation schemes and tree giveaways, to larger trees (standards) for public realm trees and park planting.

London pro bono development**Question No: 2019/19815**[Tony Devenish](#)

What publicity are you able to give to the excellent Pro Bono Challenge initiative, highlighted in Property Week, to challenge and recognise developers who undertake pro bono development work? Do you agree that improving the image of the development industry in London will help deliver your housing and planning policy goals?

London pro bono development[The Mayor](#)

Last updated: 22 October, 2019

My London Housing Strategy seeks to promote better practice in the development industry which will help deliver my housing and planning goals. I welcome the Pro Bono Challenge initiative which asks companies to commit to at least one new pro bono project. However, it is important to stress that to improve the image of the development industry among local communities, the priority for developers must be to continue to increase the levels of affordable housing provided by their schemes.

Suicides**Question No: 2019/19816**[Tony Devenish](#)

Over the year ending July 2017, University student suicides were 4.7 deaths per 100,000 , equating to 95 deaths nationwide, a death every 4 days. What are the latest London equivalent figures and what are you doing as Mayor to help reduce this shocking loss of life?

Suicides[The Mayor](#)

Last updated: 22 October, 2019

I share your concern about this shocking national statistic. We do not yet have the equivalent data for London.

In order to improve our understanding of the issues Thrive LDN, our city-wide social movement, have developed London's first multi-agency secure information sharing hub, to inform suicide prevention efforts and bereavement support throughout London.

As part of this work, on World Suicide Prevention Day on 10 October, I launched the #ZeroSuicideLDN campaign to encourage 100,000 Londoners to complete the Zero Suicide Alliance's free online training which covers identifying warning signs and initiating conversations to prevent suicide. You can help encourage Londoners to complete the training by directing them to www.zerosuicidealliance.com

Thrive LDN have also partnered with Papyrus to offer free training across London schools, colleges and universities in suicide prevention awareness.

In partnership with the University of London and the Association of Directors of Public Health, Thrive LDN are undertaking a mental health and wellbeing needs assessment for London's higher education student population. The findings will be published in early 2020.

Four Seasons care homes

Question No: 2019/19817

[Tony Devenish](#)

In line with your strategic housing role, what actions are you taking to reassure senior citizens and their families, following reports of financial difficulties with Four Seasons care homes?

Four Seasons care homes

[The Mayor](#)

Last updated: 22 October, 2019

I understand that the Care Quality Commission, the independent regulator, is fully aware of the developments with Four Seasons Health Care and remain in regular contact with them. They do not currently believe it is likely that there will be any cessation of services.

The difficulties impacting Four Seasons are symptomatic of the current state of social care. Many years of underfunding has had well-recognized consequences for people who receive care, their carers and families, and the health and care system.

Until the Government addresses the social care crisis, vital services and the vulnerable people who rely on them will continue to be at risk. I will continue to urge Government to develop a sustainable plan for adult social care, with long-term funding to provide Londoners with the care and support they need.

Answer for Four Seasons care homes

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Operation Bayboro 1

Question No: 2019/19818

[Tony Devenish](#)

What is the nature and purpose of the Met's Operation Bayboro?

Answer for Operation Bayboro 1

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Operation Bayboro 1

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Operation Bayboro 2

Question No: 2019/19819

[Tony Devenish](#)

What alleged crime(s) is Operation Bayboro investigating?

Answer for Operation Bayboro 2

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Operation Bayboro 2

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Operation Bayboro 3

Question No: 2019/19820

[Tony Devenish](#)

On what date was Operation Bayboro established? Is it still a current operation?

Answer for Operation Bayboro 3

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Operation Bayboro 3

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Operation Bayboro 4**Question No: 2019/19821**[Tony Devenish](#)

Who is the officer in charge of Operation Bayboro?

Answer for Operation Bayboro 4[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Operation Bayboro 4[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Operation Bayboro 5**Question No: 2019/19822**[Tony Devenish](#)

How many officers and staff have been working on Operation Bayboro? Please provide a cost breakdown to date.

Answer for Operation Bayboro 5[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Operation Bayboro 5[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Operation Bayboro 6**Question No: 2019/19823**[Tony Devenish](#)

Have any press statements been released on Operation Bayboro? If so please provide copies. Who authorised each statement?

Answer for Operation Bayboro 6[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Operation Bayboro 6[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Operation Bayboro 7**Question No: 2019/19824**[Tony Devenish](#)

What involvement has the Mayor and the Mayor's Office and MOPAC had with the establishment and activities of Operation Bayboro including budgets?

Answer for Operation Bayboro 7[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Operation Bayboro 7[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Fraud**Question No: 2019/19825**[Tony Devenish](#)

Following the Times article 'Home Office 'manipulates' crime figures by ditching fraud cases', what are you doing to ensure fraud crimes are investigated and recorded by the police?

Answer for Fraud[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Fraud[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Knightsbridge ASB**Question No: 2019/19826**[Tony Devenish](#)

Residents in Knightsbridge are reporting to me an increase in anti-social behaviour and crime, which is not being tackled. Will you work with the Royal Borough of Kensington and Chelsea to create a plan to prevent this?

Knightsbridge ASB[The Mayor](#)

Last updated: 22 October, 2019

Anti-social behaviour is a mandatory priority for all London boroughs as set out in my Police and Crime Plan. MOPAC already funds projects to tackle ASB at a borough level through the London Crime Prevention Fund (LCFP) and I have committed to maintaining the level of investment in the LCPF over the four years to 2021. MOPAC has also made £1 million available to Safer Neighbourhood Boards (SNB), including Kensington and Chelsea's SNB, to bid for to fund projects to cut neighbourhood crime and boost public confidence, empowering boroughs to create locally driven problem-solving action plans.

ASB is also integrated in the roles of the two Dedicated Ward Officers and one PCSO per ward. The MPS has introduced training packages for all officers on ASB and a full specific training day for Neighbourhood officers.

Policing Football Costs**Question No: 2019/19827**[Tony Devenish](#)

Will you begin a cross-Party campaign to press football clubs to pay more for Policing? Appreciating that these clubs are seemingly hiding behind their lawyers and a lengthy JR process to avoid paying their fair share when the public are crying out for more front line Police? MQ2019/9105

Answer for Policing Football Costs[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Broken windows" New York Policing model**Question No: 2019/19828**[Tony Devenish](#)

Do you agree with the 'Broken windows" New York Policing model that vigorously cracking down on so called "minor" crimes , is one of the best ways to prevent criminals "graduating" to even more serious criminal behaviour ?

Answer for Broken windows" New York Policing model[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Knife Crime in Westminster North**Question No: 2019/19829**[Tony Devenish](#)

Local campaigner Jamie MacFarlane is looking into the serious rise of knife crime in Westminster North. Does the Mayor share Jamie's view that stop and search is key to saving young lives by trusting front line Police officers judgement on stop and search?

Answer for Knife Crime in Westminster North[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Santander Cycle Hire Scheme (1)**Question No: 2019/19832**[Tony Devenish](#)

Local campaigner Xingang Wang would like to know what plans are there to fully expand the Santander Cycle Hire Scheme to White City or Shepherd's Bush?

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

Last updated: 22 October, 2019

Officers are drafting a response

Santander Cycle Hire Scheme (2)

Question No: 2019/19833

[Tony Devenish](#)

If there are no plans to fully expand the Santander Cycle Hire Scheme to White City or Shepherd's Bush, why not?

Answer for Santander Cycle Hire Scheme (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Uber

Question No: 2019/19834

[Tony Devenish](#)

The TfL press release on the decision to grant Uber a two month extension to its licence claims "The new two-month licence will have the same conditions that ULL has been subject to over the last 15 months, along with new conditions to ensure passenger safety." Please provide details of the new conditions.

Answer for Uber

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Cycle Paths (1)

Question No: 2019/19835

[Tony Devenish](#)

Who in TfL signed off on safety grounds the cycle paths such as the one in Parliament Square which have cyclists cutting across right to left when pedestrians automatically look left to right?

Answer for Cycle Paths (1)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Cycle Paths (2)**Question No: 2019/19836**[Tony Devenish](#)

How many other such schemes - with cyclists cutting from left to right - has TfL implemented, where are those schemes and what records of collisions between cyclists and pedestrians do you have?

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

Last updated: 22 October, 2019

Officers are drafting a response

Cycle Paths (3)**Question No: 2019/19837**[Tony Devenish](#)

Do you recognise that segregated cycle paths can, by narrowing available road space, make it significantly more difficult for emergency vehicles to speed through those roads?

Answer for Cycle Paths (3)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Tube Capacity (1)**Question No: 2019/19838**[Tony Devenish](#)

Please provide the data – including times of day and times of the year – for the Tube lines where Tube capacity is below 50% utilisation?

Answer for Tube Capacity (1)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Heathrow Landing Slots**Question No: 2019/19839**[Tony Devenish](#)

Following Heathrow Airport's recent strike shut down, will you lobby the Government to replace BA as the near monopoly operator and bring in proper competition on landing slots in order to support London's economic prosperity?

Answer for Heathrow Landing Slots[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Bus Cuts (1)**Question No: 2019/19840**[Tony Devenish](#)

You have justified bus cuts in Central London by claiming you'll be able to spend the savings on increasing buses in outer London. Please provide detailed figures on the savings made by reducing buses in Central London and the additional spending on buses in Outer London over the course of your Mayoralty.

Answer for Bus Cuts (1)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Bus Cuts (2)**Question No: 2019/19841**[Tony Devenish](#)

How much of the savings you have made by cutting Central London buses have been invested into replacing diesel buses with greener alternatives?

Answer for Bus Cuts (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Bus Cuts (3)**Question No: 2019/19842**[Tony Devenish](#)

What percentage of the London bus fleet is now green?

Answer for Bus Cuts (3)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

E-Cigarettes (2)**Question No: 2019/19843**[Tony Devenish](#)

Further to my question (2018/5500) - has this policy been reviewed and what was the outcome?

E-Cigarettes (2)[The Mayor](#)

Last updated: 22 October, 2019

Transport for London is currently reviewing its overall approach to vaping advertising. I will ask them to let you know the outcome once decided.

New support for London's small businesses preparing for Brexit**Question No: 2019/19844**[Tony Devenish](#)

Regarding your press release titled "New support for London's small businesses preparing for Brexit" and dated 7th October. Please supply further information re exactly what will be available from the Huddle (Hammersmith & Fulham) Growth Hub? Ideally with a link to a web site.

Answer for New support for London's small businesses preparing for Brexit[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Extinction Rebellion (1)**Question No: 2019/19845**[Tony Devenish](#)

It is reported Extinction Rebellion cost the Met £16m in April, are you still a supporter of this group?

Answer for Extinction Rebellion (1)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Extinction Rebellion (1)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Extinction Rebellion (2)**Question No: 2019/19846**[Tony Devenish](#)

What can you actively do to support the Met to stop a repeat of the disruption across London by Extinction Rebellion?

Answer for Extinction Rebellion (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Extinction Rebellion (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Housing association re-lettings**Question No: 2019/19849**[Tom Copley](#)

Please provide figures from all housing association landlords in London showing how many social rented homes have been re-let, once empty, not at social rents, but as some kind of

sub-market, affordable tenure in each of the last five years? If such figures are not currently available, please could you request them from all housing associations?

Housing association re-lettings

[The Mayor](#)

Last updated: 22 October, 2019

The GLA publishes statistics on the number of social rented homes 'converted' to Affordable Rent by affordable housing providers each year. The AHP Conversions Report contains information on conversions reported to the Regulator of Social Housing and is available here: <https://www.london.gov.uk/what-we-do/housing-and-land/increasing-housing-supply/affordable-housing-statistics>

The number of conversions from social rent to Affordable Rent peaked at 4,293 in 2012/13. In September 2016 the Mayor announced that no further conversions to Affordable Rent would be approved under his new Affordable Homes Programme. Any conversions subsequently recorded are the result of previous approvals.

In 2018/19 the number of conversions from social rent to Affordable Rent fell to 236.

Wheelchair accessible shower rooms

Question No: 2019/19850

[Tom Copley](#)

Following your response to question 2019/17582, are you able to say what proportion of wheelchair accessible buildings have fully accessible roll-in wet room showers?

Wheelchair accessible shower rooms

[The Mayor](#)

Last updated: 22 October, 2019

The Government prescribed wheelchair user dwelling standard M4(3) (as required by London Plan policy) does generally require every M4(3) dwelling to provide, on the entrance storey, a wet room (which may be a WC/ cloakroom or a bathroom) that contains a WC, a basin and an installed level access shower (Approved document M volume 1. Paragraph 3.37).

However, is not currently possible to state exactly the proportion of M4(3) dwellings that provide a wet room installed with a level access shower, as this is dependent on a number of factors including whether the dwelling is built to M4(3)(b) wheelchair accessible dwelling standard, or M4(3)(a) wheelchair adaptable dwelling standard (in which a bath is likely to be provided over a level access shower). Data currently collated does not disaggregate between the two M4(3) dwelling standards.

Going forwards, the new London Development Database will collate data on how many dwellings are built to M4(3)(a) wheelchair adaptable standard and M4(3)(b) wheelchair accessible standard at point of completion, so in the future it will be possible to state with

more certainty the proportion of dwellings which are likely to provide a level access shower, although with the caveat that occupants may alter the bathroom accommodation to suit their needs.

Houseboat security (1)

Question No: 2019/19851

[Tom Copley](#)

Will you ensure that the package of private rental reforms for London also include much greater security of tenure and stability for London's houseboat communities, who currently enjoy even fewer statutory protections than typical private tenants?

Houseboat security (1)

[The Mayor](#)

Last updated: 22 October, 2019

I am aware of concerns about rent rises on boat moorings and issues of security of tenure. Whilst I do not have any direct powers over moorings on London's waterways I will keep this issue under review.

GLA officers will continue to engage with those responsible for managing the waterways to ensure that the interests and concerns of Londoners are represented.

Houseboat security (2)

Question No: 2019/19852

[Tom Copley](#)

What can you do to help houseboat communities threatened by unscrupulous freeholders and developers that impose arbitrary increases in rents and fees?

Houseboat security (2)

[The Mayor](#)

Last updated: 22 October, 2019

Please see my response to Mayor's Question 2019/19851.

Right to Buy fraud

Question No: 2019/19853

[Tom Copley](#)

Following concerning reports in *Inside Housing* that significant numbers of Right to Buy sales are carried out fraudulently, will you work with authorities and housing associations in London to better prevent the illegal loss of vital social housing?

Right to Buy fraud

[The Mayor](#)

Last updated: 22 October, 2019

We must do all we can stop the loss of social housing through fraudulent Right to Buy sales. Councils are best-placed to take the lead on this work, since the Prevention of Social Housing Fraud Act 2013, which regulates the management of socially rented homes, confers powers to local authorities to intervene in circumstances where social housing fraud might be occurring. This Act also enables councils to prosecute on behalf of their area and from local authority areas. I will ask my team to raise this matter with London Councils to see if there is any support the GLA can give them.

Local Housing Allowance

Question No: 2019/19854

[Tom Copley](#)

The Chancellor's Spending Round in September announced no new funding for the Local Housing Allowance, which has been frozen since 2016. What has the impact of this been on Londoners, and what will the impact be if this continues beyond 2020?

Local Housing Allowance

[The Mayor](#)

Last updated: 22 October, 2019

The freeze in LHA rates is one of a series of measures introduced since 2011 that have fuelled arrears, evictions, and homelessness in London. It has forced claimants to put benefits intended to cover living costs towards their rent, and it has made it more challenging and costly for London boroughs and other services to help people threatened with homelessness.

Unless the Government brings LHA rates back in line with market rents, these trends will continue. That is why I am urging the Government to do so, along with the broad coalition of organisations supporting the 'Cover the cost' campaign spearheaded by Crisis.

Advertising in schools (1)

Question No: 2019/19855

[Tom Copley](#)

How many schools in London are known to feature the Anomaly Group digital advertising billboards (<https://www.thelondoneconomic.com/news/boris-johnson-quizzed-about-brex-it-propaganda-shown-in-primary-schools/25/09/>), highlighted by Stella Creasy MP's question to the Government?

Advertising in schools (1)

[The Mayor](#)

Last updated: 22 October, 2019

This is not information that the Greater London Authority holds. You may want to contact the Department for Education with your question.

Advertising in schools (2)

Question No: 2019/19856

[Tom Copley](#)

Of the schools in London with these digital advertising billboards, how many featured the so-called 'Brexit propaganda' (<https://www.tes.com/news/mp-condemns-brexit-propaganda-schools>) referred to by Stella Creasy MP?

Advertising in schools (2)

[The Mayor](#)

Last updated: 22 October, 2019

This is not information that the Greater London Authority holds. You may want to contact the Department for Education with your question.

Brexit preparedness funding (1)

Question No: 2019/19859

[Leonie Cooper](#)

Can you break down how much of the £10.97m of Brexit preparedness funding provided by the Government, is going to each of the London boroughs?

Answer for Brexit preparedness funding (1)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Brexit preparedness funding (2)

Question No: 2019/19860

[Leonie Cooper](#)

How will the £272,909 Brexit preparedness funding for the GLA be spent?

Answer for Brexit preparedness funding (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Brexit preparedness funding (3)**Question No: 2019/19861**[Leonie Cooper](#)

When is the London Economic Action Partnership expecting additional funding to support their business readiness activity delivered through the London Growth Hub?

Answer for Brexit preparedness funding (3)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

High streets (1)**Question No: 2019/19862**[Leonie Cooper](#)

What challenges are London's high streets facing?

High streets (1)[The Mayor](#)

Last updated: 22 October, 2019

The traditional high street and its civic, social and economic mix has been changing and, in many instances, coming under pressure. This is due to a range of factors including: the spread of internet retailing; the current business rates system which places an unfair burden on the small and medium-sized businesses that call London's high streets home; and fragmented management and property ownership which presents challenges to strategic and decisive action to diversify and reinvigorate the high street offer. However, high streets have demonstrated themselves to be inherently flexible, adaptable and robust. They can be places of innovation and experimentation, hosting a diversity of activity and uses, within which retail is just one.

High streets (2)**Question No: 2019/19863**[Leonie Cooper](#)

London's high streets are experiencing numerous challenges. How are you supporting businesses on London's high streets?

High streets (2)[The Mayor](#)

Last updated: 22 October, 2019

Protecting our high streets and retail sector is vital, which is why my draft London Plan and my Economic Development Strategy encourage boroughs to deliver strategies in

partnership with local businesses and residents, for the regeneration that London's high streets and town centres need.

I continue to campaign for the full devolution of business rates, so we can address London's unique business environment and safeguard businesses and jobs that so many depend on.

£26m of my Good Growth Fund investments have been directed towards high street and town centre improvements. I have reconvened a High Streets Sounding Board including a range of external experts to advise me on how best to address some of the challenges the retail sector is facing.

I have recently funded a Night Time Enterprise Zone pilot project in Walthamstow to help boost the high street with increased activity after 6pm.

Earlier this month, I also launched a range of new, free-to-access support options for London's small businesses as they prepare for Brexit, via nine new physical London Growth Hubs across the city. The London Growth Hub brings together the capital's business support offer into a single online resource and is now being expanded to also offer in-person support.

High streets (3)

Question No: 2019/19864

[Leonie Cooper](#)

Can you provide the number of empty shop fronts on London's high streets, by borough?

High streets (3)

[The Mayor](#)

Last updated: 22 October, 2019

As part of my forthcoming Good Growth by Design (GGbD) guidance called *High Streets – Adaptive Strategies* my Regeneration and Intelligence teams are working together with industry representatives and the Mayor's Design Advocates, to understand existing challenges and opportunities for high streets and town centres.

My City Intelligence Unit is securing access to the most recent data from the Local Data Company to record the classification of each shop (which includes vacant units) and will make sure this question is addressed as part of our programme of work.

In the meantime, as I set out in my answer to Mayor's Question 2019/17721, the London Town Centre Health Check Analysis Report provides an analysis of the town centres in the London Plan, and is accompanied by a technical appendix which provides data for each town centre including the number of vacant retail units.

Town Centre Health Check Analysis Report:

https://www.london.gov.uk/sites/default/files/2017_london_town_centre_he...

Town Centre Health Check Technical Analysis:

<https://data.london.gov.uk/dataset/london-town-centre-health-check-analy...>

High streets (4)

Question No: 2019/19865

[Leonie Cooper](#)

How many shop closures have London's high streets seen since 2010? Can you break this down by year?

High streets (4)

[The Mayor](#)

Last updated: 22 October, 2019

As part of my forthcoming Good Growth by Design (GGbD) guidance called *High Streets – Adaptive Strategies* my Regeneration and Intelligence teams are working together with industry representatives and my Mayor's Design Advocates, to understand existing challenges and opportunities for high streets and town centres.

My City Intelligence Unit is securing access to the most recent data from the Local Data Company to record the classification of each shop (which includes vacant units) and will make sure this question is addressed as part of our programme of work.

High streets (5)

Question No: 2019/19866

[Leonie Cooper](#)

Can you break this down the number of shops closed since 2010 by high street and borough?

High streets (5)

[The Mayor](#)

Last updated: 22 October, 2019

As part of my forthcoming Good Growth by Design (GGbD) guidance called *High Streets – Adaptive Strategies* my Regeneration and Intelligence teams are working together with industry representatives and my Mayor's Design Advocates, to understand existing challenges and opportunities for high streets and town centres.

My City Intelligence Unit is securing access to the most recent data from the Local Data Company to record the classification of each shop (which includes vacant units) and will make sure this question is addressed as part of our programme of work.

High streets (6)**Question No: 2019/19867**[Leonie Cooper](#)

What discussions have you had with your Business Advisory Board about high streets?

Answer for High streets (6)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Pubs in London**Question No: 2019/19868**[Leonie Cooper](#)

What support have you provided London's pubs in order for the number of pubs in London to remain stable between 2017 and 2018?

Pubs in London[The Mayor](#)

Last updated: 22 October, 2019

My 2019 annual pubs audit confirmed that the number of London pubs remained stable between 2017 and 2018 for the first time since 2001. My draft London Plan gives the strongest ever protection to London's pubs encouraging boroughs to protect them. The Agent of Change principle requires that new developments near pubs minimise the impact of noise through adequate soundproofing.

My Culture at Risk Office has supported over 350 cultural spaces including pubs since 2016. It helped save community pubs such as The George Tavern in Tower Hamlets and The Bird's Nest in Lewisham. I have partnered with the Campaign for Real Ale to include pubs on my new Cultural Infrastructure Map. This provides improved visibility of pubs across London for planning authorities and Londoners. I have also supported the True Craft Tap House, a Victorian pub in Tottenham through my Opportunity Investment Fund.

I continue to call on the Government to use its powers on planning, taxation and regulation to support pubs.

Thomas Cook (1)**Question No: 2019/19869**[Leonie Cooper](#)

How many jobs in London were affected by the collapse of Thomas Cook?

Answer for Thomas Cook (1)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Thomas Cook (2)

Question No: 2019/19870

[Leonie Cooper](#)

What can you do to assist Londoners who lost their job in at Thomas Cook, to find new employment or training?

Thomas Cook (2)

[The Mayor](#)

Last updated: 22 October, 2019

In the first instance, any Londoner who lost their job at Thomas Cook can access Jobcentre Plus services where they will be offered advice and support regarding training and job opportunities as well as information about the benefits they are entitled to. The National Careers Service also offers free careers advice and guidance.

Through the devolved Adult Education Budget (AEB), any unemployed Londoner aged 19+ is also able to access fully funded AEB courses up to and including Level 2 to help them retrain and/or upskill. The Skills for Londoners Innovation Fund, which I recently launched, will also fund adult education and training that supports Londoners at risk of redundancy.

Night Time Enterprise Zone (1)

Question No: 2019/19871

[Leonie Cooper](#)

How will you be evaluating whether the pilot of the first Night Time Enterprise Zone was successful and what are the key measures of success?

Night Time Enterprise Zone (1)

[The Mayor](#)

Last updated: 22 October, 2019

The aims of the Night Time Enterprise Zone pilot project are to revive London's high streets with increased activity after 6pm; give Londoners better access to their city after 6pm and support good work standards for night workers. This pilot will take place on Walthamstow High Street.

The London Borough of Waltham Forest has designed pilot activities to meet these aims including establishing a new fund to help business and community groups host events after 6pm and offering entrepreneurs low-cost and flexible business spaces to hire in the evenings. Waltham Forest will evaluate this pilot activity and produce a final report, action

plan and case studies. This learning will be shared with the Night Time Borough Champions network, supporting boroughs with the development of their Night Time Strategies.

Key performance indicators set out in the grant funding agreement between the GLA and the London Borough of Waltham Forest include:

1. Engagement with local community groups
2. Engagement with businesses and workers
3. Completion of the pilot activities
4. Estimated footfall
5. Demographic make-up of attendees
6. Analysis of reported incidents of Anti-Social Behaviour and crime
7. Match funding achieved

Night Time Enterprise Zone (2)

Question No: 2019/19872

[Leonie Cooper](#)

When do you expect the first evaluation of the Night Time Enterprise Zone?

Night Time Enterprise Zone (2)

[The Mayor](#)

Last updated: 22 October, 2019

Walthamstow High Street's Night Time Enterprise Zone is a pilot project and I expect the evaluation to be completed in Spring 2020.

Night Time Enterprise Zone (3)

Question No: 2019/19873

[Leonie Cooper](#)

If successful, when do you expect to implement a full programme supporting London's high streets at night?

Night Time Enterprise Zone (3)

[The Mayor](#)

Last updated: 22 October, 2019

Walthamstow High Street's Night Time Enterprise Zone is a pilot project through which we will explore the potential of future zones in London. Future implementation of Night Time Enterprise Zones, and the timing of this, will be informed by the outcomes of the pilot.

Through their evaluation, London Borough of Waltham Forest will deliver a report, action plan and case studies. This learning will be shared with the Night Time Borough Champions network, supporting boroughs with the development of their Night Time Strategies.

My Culture and Creative Industries and Regeneration teams will also work closely to ensure the findings feed into the GLA's work to support and develop high streets. My Regeneration team works across the GLA, with industry and with my Design Advocates to showcase local innovation and experimentation. They highlight best practice that supports boroughs, business and communities in the formation of forward-thinking high street and town centre strategies.

Night Time Enterprise Zone (4)

Question No: 2019/19874

[Leonie Cooper](#)

Will the GLA or Waltham Forest be responsible for implementing and managing the first Night Time Enterprise Zone?

Night Time Enterprise Zone (4)

[The Mayor](#)

Last updated: 22 October, 2019

The London Borough of Waltham Forest will be responsible for implementing and managing the Night Time Enterprise Zone pilot project.

Learning from the pilot will be shared with the Night Time Borough Champions network, supporting boroughs with the development of their Night Time Strategies.

Night Time Enterprise Zone (5)

Question No: 2019/19875

[Leonie Cooper](#)

Will you be working with the London Borough of Waltham Forest to ensure workers in the Night-Time Enterprise Zone are paid the London Living Wage and adhere to good working practices?

Night Time Enterprise Zone (5)

[The Mayor](#)

Last updated: 22 October, 2019

Yes. In November 2018, the GLA published 'London at Night', the most comprehensive research on London at night. This research showed that at least half a million people working at night earn below the London Living Wage. I am clear that employers must step up and ensure the welfare of their employees by paying the London Living Wage.

One of the aims of the Night Time Enterprise Zone pilot in Walthamstow High Street is to support good work standards for night workers. London Borough of Waltham Forest will engage with evening and night time workers and local businesses to better understand issues, constraints and opportunities and encourage the London Living Wage. Learning will

be shared through my Night Time Borough Champions network, informing policy and practice across London.

Good Work Standard Employees Impacted

Question No: 2019/19876

[Leonie Cooper](#)

79 employers have either been accredited or begun the process of accreditation of the Good Work Standard to date. Please can you list the organisations that have already received accreditation and, if possible, the approximate number of employees each organisation employs?

Answer for Good Work Standard Employees Impacted

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

London & Partners

Question No: 2019/19877

[Leonie Cooper](#)

London and Partners recently held their AGM. Are you satisfied that they are sufficiently ameliorating the impacts of Brexit and that the GLA is getting good value for its investment in L&P?

Answer for London & Partners

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Leap

Question No: 2019/19878

[Leonie Cooper](#)

When will the Energy Leap interventions be installed and when will you be in a position to assess the resulting reduction in carbon dioxide emissions?

Leap

[The Mayor](#)

Last updated: 22 October, 2019

Housing and solution providers have been selected through robust grant and procurement processes. Tenants have been engaged, properties have been selected and a design is being developed. We expect the Energy Leap interventions to be installed in Spring 2020.

Energy consumption data will be metered and monitored on an ongoing basis and carbon savings will be evaluated following installation of energy efficiency measures. Initial results are anticipated no earlier than three months after installation.

TriFOCAL

Question No: 2019/19879

[Leonie Cooper](#)

What will be the consequences for the resource bank in London, following the TRiFOCAL programme, if the UK exits the EU without a deal?

TriFOCAL

[The Mayor](#)

Last updated: 22 October, 2019

Trifocal is an EU LIFE funded programme run in partnership with London Waste and Recycling Board (LWARB), the Waste and Resources Action Programme (WRAP) and Groundwork London. Trifocal has 11 replication locations across Europe where lessons learnt and best practice is shared (<http://resources.trifocal.eu.com/>).

The primary objectives of Trifocal are to reduce food waste, promote healthy and sustainable eating and increase the amount of inedible food waste being recycled. The programme has worked with communities, schools, businesses and households all of which is being evaluated and best practice and materials will be added to a resource bank. The Project ends on 31 January 2020.

The resource bank will be available for 5 years beyond the end of the project. A no-deal Brexit would not affect London and other cities accessing the resource bank.

RE:NEW

Question No: 2019/19880

[Leonie Cooper](#)

Thank you for your answer to question 2019/17610 on RE:NEW. Which projects were held back due to the cut to the FiTs, what do you anticipate their replacements to be, and when will these come on stream?

RE:NEW

[The Mayor](#)

Last updated: 22 October, 2019

The RE:NEW team were working on a framework for the supply and installation of solar PV with one of the largest housing providers in the country (who cannot be named here for confidentiality reasons), which was cancelled shortly before it was due to complete. This framework was due to install 1,000-2,000 solar PV installations.

This type of project will be replaced with stronger retrofit projects, saving more carbon and reducing energy bills further than would have been achieved originally.

These newer projects will contain multiple measures in a 'whole house' approach, ideally featuring solar PV alongside building fabric and heating improvements.

Future Homes Standard

Question No: 2019/19881

[Leonie Cooper](#)

Are you satisfied that the Future Homes Standard is as ambitious as your policies in London?

Future Homes Standard

[The Mayor](#)

Last updated: 22 October, 2019

The Government has said the current Building Regulations consultation is a stepping-stone to a Future Homes Standard which will be consulted on fully in 2024. The technical detail of this consultation is currently being reviewed by my team and Government are still to establish the full details of the Future Homes Standard, but given we are facing a climate emergency, what is proposed so far does not go far enough.

We have been successfully delivering a zero carbon homes standard in London since 2016 and Government needs to show the same level of ambition. The proposal to remove powers from planning authorities to set their own energy efficiency standards for new homes would be a retrograde step and reverse the progress London has made in reducing carbon emissions - this must not happen. I will be making that clear to the Government.

Water Refill Point (1)

Question No: 2019/19882

[Leonie Cooper](#)

How much water have your water refill points dispensed? Can you break this down for each refill point installed?

Water Refill Point (1)

[The Mayor](#)

Last updated: 22 October, 2019

To reduce the amount of single-use plastic bottles that Londoners use, I partnered with Zoological Society of London's #Oneless campaign to install 28 free drinking fountains. Over the last 20 months the first 23 fountains have collectively dispensed 250,492 litres of water, which is the equivalent of 501,178 half litre single-use plastic water bottles. On average, each fountain has dispensed approximately 11,000 litres which equates to avoiding almost 22,000 half litre water bottles per fountain.

I'm now working in partnership with Thames Water to install over 100 more drinking fountains over three years (2018/19 to 2020/21). All the Thames Water drinking fountains are being fitted with smart meters to keep track of usage. The first usage report will be available later in the autumn.

I've also launched London Refill, which is a water bottle refill scheme where businesses can sign up and offer free tap water refills to the public. Please see MQ19883 for refill data regarding this scheme.

Water Refill Point (2)

Question No: 2019/19883

[Leonie Cooper](#)

How many water bottles have your water refill points saved? Can you break this down for each refill point installed?

Water Refill Point (2)

[The Mayor](#)

Last updated: 22 October, 2019

To reduce the amount of single-use plastic bottles that Londoners use, I partnered with Zoological Society of London's (ZSL) #Oneless campaign to install 28 free drinking fountains. My response to MQ19882 states that the first 23 fountains have dispensed 250,492 litres of water over the last 20 months, which is the equivalent of 501,178 half litre single-use plastic water bottles. On average each fountain has dispensed almost 11,000 litres, avoiding 22,000 half litre single-use plastic water bottles per fountain. Usage data from fountains I have installed in partnership with Thames Water will be available later in the autumn.

I've also launched London Refill which has over 2,500 refill stations across the city, with independent businesses, large chains and iconic London culture venues such as the Tate and National Theatre, offering free tap water refills to the public.

Due to the voluntary nature of this scheme and the self-reporting usage of the Refill App, it is difficult to accurately capture the exact number of single-use plastic water bottles avoided across the 2,500 refill points. However, we can use a combination of data to gauge success and effectiveness of these schemes. For example, GLA research conducted through YouGov opinion polling, has shown a 7 per cent increase in the number of people who often use a reusable water bottle from 49 per cent in May 2018 to 56 per cent in August

2019. Furthermore, this research suggests that those who use a reusable water bottle cut their single-use plastic bottle use by 50 per cent on average.

Water Refill Point (3)

Question No: 2019/19884

Leonie Cooper

What plans do you have for expanding the water refill scheme, in the light of its success and Green Alliance's recent report (https://www.green-alliance.org.uk/resources/losing_the_bottle.pdf) emphasising the continued issue of single use plastic bottles?

Water Refill Point (3)

The Mayor

Last updated: 22 October, 2019

I am continuing to expand Refill London, which now includes over 2,500 refill points across the capital, by calling on more shops, businesses, tourist attractions and venues to offer free water refills to the public.

My officers are working with London and Partners to promote the scheme to their members and through Visit London to help expand awareness. They will also continue to work with TfL and other functional bodies, such as Public Health England to offer more refill points and promote the scheme through their summer hydration campaigns and heatwave alerts.

In addition to the drinking fountain programmes mentioned in Mayor's Question 2019/19882, my officers are currently exploring how drinking fountains can be installed in partnership with the other water companies that serve London.

Deposit Return Scheme (1)

Question No: 2019/19885

Leonie Cooper

What progress have you made lobbying Government for London to become a trial city for the Deposit Return Scheme?

Deposit Return Scheme (1)

The Mayor

Last updated: 22 October, 2019

The Greater London Authority made a submission last December to DEFRA on the full range of integrated consultations emerging from the Government's Resources and Waste Strategy. This included a consultation on a Deposit Return Scheme.

In that submission I welcomed the introduction of a well-designed DRS, fully aligned and synchronised with more consistent recycling services and a greater role for producer responsibility. I also made clear the unique possibilities and role London could play.

I understand that DEFRA staff are still reviewing industry and stakeholder responses and our officials meet regularly to ensure that London's position and opportunities are fully reflected in future government policy.

Deposit Return Scheme (2)

Question No: 2019/19886

[Leonie Cooper](#)

If the Government fails to move forward with their own Deposit Return Scheme, will you investigate setting one up in London, in line with the unanimously agreed Assembly motion?

Deposit Return Scheme (2)

[The Mayor](#)

Last updated: 22 October, 2019

A Deposit Return Scheme can provide a useful tool in the recycling of certain packaging. Such a scheme should be national in scope if it is to be truly effective

I will continue to review emerging government policy on DRS and the success of the waste policies in my own Environment Strategy with a view to constantly push London's recycling performance and keep this option open.

Environment Bill

Question No: 2019/19887

[Leonie Cooper](#)

Given it now looks like the Environment Bill may not be dropped after all, what changes would you like to see so that it meets London's environmental needs and the demands of Londoners?

Environment Bill

[The Mayor](#)

Last updated: 22 October, 2019

I am pleased that the Government has finally laid the Environment Bill before Parliament which the Government states will help tackle the pressing environmental challenges of our time and leave our environment in a better state than we inherited it.

I welcome the fact that government have strengthened the Bill and committed to enshrine key environmental principles, legally binding long-term targets, in areas including air quality, biodiversity, waste and water resources, and charged the Office for Environmental

Protection with enforcing climate laws. These were all areas that I called for in my responses to government on the draft Bill.

However, there are a number of areas where the Bill is lacking. I called for the Bill to legislate for the non-regression commitment and establish an Office for Environmental Protection that is fully independent of government, appropriately resourced and granted the necessary powers to hold government to fully account.

Unfortunately, the Bill as proposed does not do this and as it passes through parliament I will continue to call for it to be strengthened to include these important issues and ensure that the UK post-Brexit has an equivalent or better level of protection than it has currently whilst in the EU.

These elements are all essential if the Environment Bill, supported by new and additional sources of funding, is going to enable London to meet the ambitious environmental targets that I have set out in my London Environment Strategy.

Hospital Air Pollution (1)

Question No: 2019/19888

[Leonie Cooper](#)

Can you provide an update on the hospital air pollution monitoring scheme? What results have been observed?

Hospital Air Pollution (1)

[The Mayor](#)

Last updated: 22 October, 2019

As an extension to the Breathe London network the Mayor has funded the installation of air quality sensors at ten of London's most polluted hospitals. These have been installed at sites including Great Ormond Street Hospital and St Bartholomew's with installation of all ten to be complete by the end of this month.

Useful insights are already being provided from the installed hospital monitors. For example, when Great Ormond Street Hospital hosted a play street on the afternoon of 20 June 2019 the daily average concentration of NO₂ was 23 per cent lower than the average across the other weekdays that week. Data from this, and other sensors in the Breathe London network is available from <https://www.breathelondon.org/>.

Hospital Air Pollution (2)**Question No: 2019/19889**[Leonie Cooper](#)

Do you have plans to expand the hospital air pollution monitoring scheme to other hospitals, particularly St George's Hospital in my constituency, which is near Tooting Broadway, one of London's most polluted roads?

Hospital Air Pollution (2)[The Mayor](#)

Last updated: 22 October, 2019

Currently three of the ten hospital monitoring pods have been installed, and will collect data for twelve months. Once all the hospital monitors installed as part of the Breathe London programme have been in place for a sufficient duration there will be an evaluation of the hospital monitoring programme. A decision on whether to extend the programme to include additional hospitals will be made at this point.

Greening London's Hospitals**Question No: 2019/19890**[Leonie Cooper](#)

What plans do you have to work with the NHS to green London's hospitals and other healthcare sites?

Greening London's Hospitals[The Mayor](#)

Last updated: 22 October, 2019

My new London Plan policy on Urban Greening will ensure that any new hospital or healthcare developments include additional greening such as green roofs, green walls, trees or biodiverse landscaping. I am producing guidance on sustainable drainage for hospital grounds as part of my London Sustainable Drainage Action Plan.

My Energy for Londoners RE:FIT programme is currently working with seven NHS Trusts in London, and pursuing more, to retrofit their estate to save energy and carbon. For example the RE:FIT project at St Helier hospital is saving the Trust £1m a year off their energy bill and 27% of carbon emissions.

In addition, my Greener City Fund - which provides £2million per annum for greening projects - has funded the creation of a therapeutic garden at the Maudesley Hospital, and pop-up plant nursery and pocket park at the Royal London Hospital in Whitechapel.

Cleaning up London's Buses**Question No: 2019/19891**[Leonie Cooper](#)

Given the success of your Low Emission Bus Zones, will you be accelerating actions to clean up all London's buses?

Answer for Cleaning up London's Buses[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

London Power**Question No: 2019/19892**[Leonie Cooper](#)

How many people have so far registered for interest in London Power?

Answer for London Power[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Dial a Ride**Question No: 2019/19893**[Leonie Cooper](#)

My constituents with disabilities are disappointed that TfL has arranged for an enhanced Dial-A-Ride service to be extended to 1 mile around Hammersmith Bridge, currently closed, probably for several years. This is sadly insufficient. Can this service be extended to 2 miles?

Dial a Ride[The Mayor](#)

Last updated: 22 October, 2019

The enhanced Dial-a-Ride (DaR) service is there for those living next to Hammersmith Bridge and now unable to quickly cross on public transport. Transport for London considers a one-mile radius to be appropriate, as those outside this catchment have a range of public transport options available to them, especially if free DaR membership and travel is used.

DaR welcomes inquiries and membership applications from constituents who may now require this service. Anyone wishing to know more is encouraged to look on the DaR website <https://tfl.gov.uk/modes/dial-a-ride/> or ring the contact centre on 0343 222

7777. Dial-a-Ride is a members'-only scheme, offered free to anybody meeting the criteria for joining.

Tube Noise

Question No: 2019/19894

[Leonie Cooper](#)

I have asked you previously about tube noise in hotspots in my constituency, but the forthcoming industrial action by members of the RMT union highlights that this continues to be a network-wide issue. What progress have you made resolving tube noise, both for drivers and for local residents, and what actions will you take to make further improvements?

Answer for Tube Noise

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Car free day

Question No: 2019/19895

[Leonie Cooper](#)

Many constituents enjoyed car-free day across both Merton and Wandsworth. Can you update me on how successful you feel it was this year? Please list the number of streets that were car-free by Borough?

Car free day

[The Mayor](#)

Last updated: 22 October, 2019

This year's first London-wide Car Free Day was a tremendous success. As well as my Reimagine event, which saw 204 streets become car free in central London, there was the biggest involvement to date from London boroughs. In total, 27 out of 32 boroughs participated as well as the City of London. 17 boroughs hosted their own Car Free Day events and 25 boroughs offered residents the opportunity to hold a Play Street. In total, 625 streets went car free.

Please find attached a list of the number of car free streets, by borough, attached to this response. This information has been provided to Transport for London by the boroughs.

Cargo Bikes**Question No: 2019/19896**[Leonie Cooper](#)

Cargo bikes are starting to become very popular with local people and local businesses, particularly in the Wandsworth part of my constituency, as people start to think ahead to the expanded ULEZ. How is TfL encouraging their use by both local people and businesses?

Answer for Cargo Bikes[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Morden Town Centre**Question No: 2019/19897**[Leonie Cooper](#)

Could you please update me on progress on improvements planned for Morden Town Centre?

Morden Town Centre[The Mayor](#)

Last updated: 22 October, 2019

The GLA, the London Borough of Merton, and TfL continue to work together to progress the Morden Town Centre scheme. GLA officers meet with TfL and LB Merton on a monthly basis to ensure that progress on the project is maintained.

We are continuing the due diligence process to ensure the project meets the minimum funding requirements from MHCLG.

Tooting Town Centre**Question No: 2019/19898**[Leonie Cooper](#)

Could you please update me on progress on improvements planned by TfL for Tooting Town Centre?

Answer for Tooting Town Centre[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

ULEZ 4-month report (1)**Question No: 2019/19899**[Leonie Cooper](#)

Does the ULEZ 4-month report meet your projected reduction in polluting vehicles and is it on track to continue to meet projected targets for reduction in vehicles?

ULEZ 4-month report (1)[The Mayor](#)

Last updated: 22 October, 2019

Yes. The 'four months on' report showed that overall compliance rate for vehicles in the ULEZ was around 75 per cent, up from 61 per cent in March (congestion charging hours). This means that there were on average 12,524 fewer non-compliant vehicles entering the zone each day.

If you take into account Londoners who decided to comply early following the announcement of the ULEZ in February 2017 there has been a reduction of 63 per cent in the number of non-compliant vehicles, with 39,256 non-compliant vehicles in the zone in July 2019 compared to February 2017. Even before the scheme formally launched there was a measured decrease in roadside NO2 levels of around 20 per cent between February 2017 and April 2019.

I will be publishing further updates soon, including monitoring data that will show the impact of ULEZ on air pollution since the scheme came fully into effect.

ULEZ 4-month report (2)**Question No: 2019/19900**[Leonie Cooper](#)

Does the ULEZ 4-month report show that London is on track to meet your target to clean up our air and bring pollution into legal limits by 2025?

ULEZ 4-month report (2)[The Mayor](#)

Last updated: 22 October, 2019

Yes, the ULEZ 4-month on report shows that the scheme is working well, and more details of the impacts are provided in answer to MQ 2019/19899. But to achieve the goal of meeting legal limits by 2025, expansion of the ULEZ to the North and South circular roads is still needed, alongside the steps I am taking to clean up London's bus and taxi fleet, reduce emissions from construction as well as other sources.

Merely achieving legal limits is not the end of my ambition, I want London to have the cleanest air of any major world city, which is why I have introduced my own target of achieving WHO targets for PM2.5 by 2030. To do this I will need help from government, which is why I have asked them to not only match my ambitious targets but also to grant

me and the London Boroughs the powers and resources we need to tackle all sources of pollution.

ULEZ support scrappage scheme (1)

Question No: 2019/19901

[Leonie Cooper](#)

What progress has been made launching the scrappage scheme for low-income families?

Answer for ULEZ support scrappage scheme (1)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

ULEZ support scrappage scheme (2)

Question No: 2019/19902

[Leonie Cooper](#)

What has been the take-up by micro-businesses of the scrappage scheme, in terms of number of businesses and amount of money awarded?

Answer for ULEZ support scrappage scheme (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Met Support to other Police forces

Question No: 2019/19904

[Unmesh Desai](#)

Has any of the Met's officers been called upon to provide support in Northern Ireland or Scotland since 2016? If so, please provide a breakdown by year.

Met Support to other Police forces

[The Mayor](#)

Last updated: 22 October, 2019

There have been no deployments by the Metropolitan Police Service (MPS) for mutual aid in Northern Ireland or Scotland since 2016.

Attacks on Police at protests**Question No: 2019/19905**[Unmesh Desai](#)

Please provide a breakdown, by protest, of the number of attacks on Met police officers during protests in London since 2016.

Attacks on Police at protests[The Mayor](#)

Last updated: 22 October, 2019

Whilst the MPS do record 'Assault on a Constable' offences on their crime recording system, it is not possible to answer the question above for the following two reasons:

1. There is no flag or marker on our crime recording system to signify that the officer concerned was on patrol at a protest, let alone which protest.
2. Policing of protests is often supported by officers from neighbouring forces on 'Aid'; however, no distinction between officers from the MPS and officers on Aid is made in the recording of victims of 'Assault on a Constable' offences.

Cost of Policing protests**Question No: 2019/19906**[Unmesh Desai](#)

Please provide a breakdown of the cost, year on year, to the Met of Policing protests in London since 2014.

Answer for Cost of Policing protests[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Cost of Policing protests[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Cost of Policing Euro 2020**Question No: 2019/19907**[Unmesh Desai](#)

Please could you provide an estimate of how much policing the Euro 2020 tournament games held at Wembley is to cost the Met?

Cost of Policing Euro 2020[The Mayor](#)

Last updated: 22 October, 2019

At the time of bidding to host EURO 2020 in London, the GLA worked with the Metropolitan Police Service and UK Government officials to calculate the likely cost of policing the event across the entire period of the tournament (12 June to 12 July 2020). The total cost of policing the tournament in London, including the seven matches taking place at Wembley Stadium and all citywide ancillary activities/Fan Zones, has been estimated at £10.6 million.

Prior to the bid, the GLA secured written agreement from the Home Secretary that policing costs for the event would be met by UK Government, in line with rules around Police Special Grants.

Online hate crimes**Question No: 2019/19908**[Unmesh Desai](#)

Please could you provide a breakdown of the number of recorded online hate crimes, year on year, since 2014?

Answer for Online hate crimes[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Process for assisting with prosecutions**Question No: 2019/19909**[Unmesh Desai](#)

Please could you advise of both the process and Met police officers or staff involved in both processing police evidence and preparing and taking statements to be sent to the courts?

Answer for Process for assisting with prosecutions[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Process for assisting with prosecutions[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Theft in Barking and Dagenham

Question No: 2019/19910

[Unmesh Desai](#)

Since 2017, there have been 2,340 reported robberies in Barking and Dagenham. Of these, 2,204, more than 94 per cent, have either been closed with no suspect identified, have not been updated since the original report, or are still under investigation. These figures follow on from other recent disturbing figures we have seen regarding low rates of prosecution and conviction for crimes in the capital. What more can the Police do to help improve in this area?

Answer for Theft in Barking and Dagenham

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Conscious Advertising Network

Question No: 2019/19911

[Unmesh Desai](#)

Would you consider opening discussions on signing the GLA group up to the Conscious Advertising Network?

Conscious Advertising Network

[The Mayor](#)

Last updated: 22 October, 2019

The GLA takes the ethics of marketing and communications very seriously. Our values of inclusiveness, diversity, authenticity and safeguarding the rights of individuals and communities always inform the communications we publish.

We are aware of the Conscious Advertising Network and their mission to make advertising more ethical. Although the GLA has had no direct contact with them to date, we support their ambition and would be open to discussing the possibility of the GLA joining their network. I have asked my officials to contact the Network.

Modern Slavery Single Points of Contact**Question No: 2019/19912**[Unmesh Desai](#)

The Mayor's Police and Crime Plan stated an ambition to introduce Modern Slavery Single Points of Contact (SPoCs) within Borough Commands. Following the transition to Basic Command Units, how many SPoCs does the MPS aim to have and how many of these posts are vacant?

Answer for Modern Slavery Single Points of Contact[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Modern Slavery Single Points of Contact[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

UK Modern Slavery Helpline (1)**Question No: 2019/19913**[Unmesh Desai](#)

There have been reports that the UK modern slavery helpline is at risk of closure due to a lack of funds (<https://www.independent.co.uk/news/uk/politics/modern-slavery-brexit-uncertainty-helpline-unseen-trafficking-funding-a9107106.html>). Does MOPAC provide any funding to the helpline?

Answer for UK Modern Slavery Helpline (1)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

UK Modern Slavery Helpline (2)**Question No: 2019/19914**[Unmesh Desai](#)

Will you write to the Home Secretary asking that the Home Office directly fund the UK modern slavery helpline?

Answer for UK Modern Slavery Helpline (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

SOIT Numbers

Question No: 2019/19915

[Unmesh Desai](#)

Please can you provide me with the number of Full-Time Equivalent Sexual Offences Investigative Trained (SOIT) officers within the Metropolitan Police Service in the financial years 2015/16, 2016/17, 2017/18, 2018/19 and at the time of writing (at the time of writing please can you provide me with the number of officers in place as well as the officer establishment?)

Answer for SOIT Numbers

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

SOIT Numbers

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

TfL Spend on Consultants

Question No: 2019/19916

[Unmesh Desai](#)

Please provide a breakdown of wider TfL (including London Underground and Crossrail) spend on consultants in 2012-13, 2016-17, 2017-18 and 2018-19. This should be broken down into agencies, management consultancy and professional services - including those employed on an interim basis / covering for vacancies. This should include total spend and the average period of employment in each area.

Answer for TfL Spend on Consultants

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

TfL Workplace Violence**Question No: 2019/19917**[Unmesh Desai](#)

Please provide 2017/18 and 2018/19 data on incidents of workplace violence / aggression broken down across the various modes of transport: Buses, LU, London Overground, TfL sponsored services such as Trams and DLR, and other TfL Surface areas including Visitor Information Centres and Compliance Officers.

Answer for TfL Workplace Violence[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

TfL Outsourcing**Question No: 2019/19918**[Unmesh Desai](#)

What is the Mayor's position with regard to outsourcing by TfL, especially with regard to exporting low paid work currently taking place in London to locations outside the capital?

Answer for TfL Outsourcing[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

'Red plaque' scheme**Question No: 2019/19920**[Andrew Dismore](#)

The Fire Brigades Union has introduced a 'red plaque' scheme, to commemorate the memory of firefighters who lost their lives on duty. Do you support this scheme, and what can you do to help overcome some of the problems they experience with property owners, including TfL?

'Red plaque' scheme[The Mayor](#)

Last updated: 22 October, 2019

I am supportive of the FBU's red plaque scheme as a means of commemorating and honouring firefighters who have been killed in the line of duty. I have not been made aware of any problems with property owners but would bring it to the attention of the relevant parties should such a specific issue be raised.

Control unit integration**Question No: 2019/19921**[Andrew Dismore](#)

What progress is being made with London Fire Brigade control unit integration in 'role to rank' and what problems have there been with the plan?

Answer for Control unit integration[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

New control units**Question No: 2019/19922**[Andrew Dismore](#)

How many new fire control units are being purchased to replace the old 8 vehicles; and where are a) the current units and b) the new larger units to be stationed?

Answer for New control units[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Cladding other than ACM**Question No: 2019/19923**[Andrew Dismore](#)

What progress is being made in identifying funds for the removal of dangerous cladding other than ACM, for example timber; and what have you been doing to achieve this?

Cladding other than ACM[The Mayor](#)

Last updated: 22 October, 2019

I, and my housing team, have been continuously lobbying the Government for the Social and Private Sector Cladding Remediation Funds to be extended to cover all types of unsafe cladding systems. So far, no additional funds have been made available by the MHCLG.

Cladding remediation fund (1)**Question No: 2019/19924**[Andrew Dismore](#)

Thank you for your answer to question 2019/17635. Has the cladding remediation fund administered by the GLA fund now opened and, if so, what has been the initial take up in terms of the number of private sector buildings that have had funding allocated?

Cladding remediation fund (1)[The Mayor](#)

Last updated: 22 October, 2019

The Private Sector Cladding Remediation Fund opened to all applicants on 23 September 2019. Applications are in progress but no funds have yet been approved.

Cladding remediation fund (2)**Question No: 2019/19925**[Andrew Dismore](#)

Thank you for your answer to question 2019/17634. Has the cladding remediation fund administered by the GLA fund now opened and, if so, how many dwellings are contained in the buildings that have initially applied?

Cladding remediation fund (2)[The Mayor](#)

Last updated: 22 October, 2019

The Private Sector Cladding Remediation Fund opened to all applicants on 23 September 2019. Applications are in progress but none have been completed yet. It therefore is not possible to confirm the number of dwellings at this stage.

Balcony dangers from fire**Question No: 2019/19926**[Andrew Dismore](#)

What can you do to publicise the dangers from fire of using balconies, especially those of timber construction, for the storage of inflammable material or for other leisure activities such as barbecues?

Balcony dangers from fire[The Mayor](#)

Last updated: 22 October, 2019

London Fire Brigade (LFB) continues to publicise the dangers of fires on balconies, particularly following recent incidents. Communications work has focused on raising awareness around the careless disposal of cigarettes, storage of flammable materials and

the unsafe use of BBQs. LFB is targeting communications at residents associations, organisations responsible for managing buildings and residents living in properties with balconies. Balcony safety is also being incorporated into the updated version of the 'Fire Safety in the Home' booklet.

A public-facing guidance note on balcony fires is currently going through a consultation process and will be shared with London Councils Fire Safety group to assist with both their safety messaging and tenant engagement. This will also be made available on LFB's website.

Carbon monoxide poisoning (1)

Question No: 2019/19927

[Andrew Dismore](#)

Please could you provide the number of incidents of carbon monoxide poisoning in London for 2015/16, 2016/17, 2017/18 and 2018/19. Please could you break the figures down by borough?

Carbon monoxide poisoning (1)

[The Mayor](#)

Last updated: 22 October, 2019

London Fire Brigade (LFB) does not explicitly record incidents of carbon monoxide (CO) poisoning. Some references to CO poisoning can be found in free text attached to incident records, or where it has been recorded as a special service HAZMAT incident. The data attached relies on free text search and, therefore, should be treated with caution. It counts free text from fire investigation reports, initial and final call descriptions, injury categories such as casualty details and cause of death or injury from the LFB Incident Management System. It is consistent with other data returns LFB has provided on CO as a theme.

Summary data including a borough breakdown is in the table attached. These numbers do not represent the full extent of carbon monoxide poisoning in London. Data for this is published by the Office of National Statistics (ONS) on their website.

Carbon monoxide poisoning (2)

Question No: 2019/19928

[Andrew Dismore](#)

Do the smoke alarms that the London Fire Brigade provide as part of home fire safety visits also detect carbon monoxide?

Carbon monoxide poisoning (2)

[The Mayor](#)

Last updated: 22 October, 2019

London Fire Brigade (LFB) does not currently supply carbon monoxide detectors at home fire safety visits. LFB's wider work on carbon monoxide safety includes a two year project part-funded by the Gas Safety Trust to provide home fire safety visits, carbon monoxide alarms and data loggers to London houseboat residents.

Carbon monoxide alarms were provided during pilot Fire Safe and Well visits and their impact will be evaluated as part of the wider MOPAC evaluation. LFB's Community Safety team is producing a paper for the Deputy Mayor's Fire and Resilience Board in early 2020 on the potential of providing carbon monoxide alarms, alongside other assistive technology, at future Home Fire Safety Visits.

Carbon monoxide poisoning (3)

Question No: 2019/19929

[Andrew Dismore](#)

How many smoke alarms has the London Fire Brigade provided as part of its home fire safety visits in 2015/16, 2016/17, 2017/18 and 2018/19?

Carbon monoxide poisoning (3)

[The Mayor](#)

Last updated: 22 October, 2019

The attached document includes data on standard smoke alarms, as well as alarms for the hard of hearing, carbon monoxide (CO) alarms, and heat alarms. Please note, the data excludes any alarms installed/provided as part of pilot Fire Safe and Well visits.

Prevalence of cancer amongst LFB employees

Question No: 2019/19930

[Andrew Dismore](#)

Following on from MQ 2019/17638, Will the London Fire Brigade (LFB) start monitoring how many firefighters are diagnosed with cancer after their careers with the LFB ends, in order to determine whether there is the increased risk of a cancer diagnosis after firefighters leave LFB employment?

Prevalence of cancer amongst LFB employees

[The Mayor](#)

Last updated: 22 October, 2019

As part of the Grenfell Health Monitoring Study participants will be asked to give their consent to linking their future medical records with the study. Any consenting individual's future ill health may be collected, and subject to review and evaluation at a later stage. Where firefighters give their consent for this there will be an opportunity to carry out research that may establish linkage between the firefighter occupation and cancers, both during working life and beyond retirement.

Spending review**Question No: 2019/19931**[Andrew Dismore](#)

Do you share the concern of National Fire Chiefs Council that the Government's spending review failed to address the employers' pension contribution for fire sector workers and much needed investment for protection work?

Spending review[The Mayor](#)

Last updated: 22 October, 2019

Yes. It is essential that the fire service allocation in the 2020/21 spending round and the spending review for 2021/22 provide adequate resources to the fire service. They must meet current and developing demands, including those from pensions costs, and any new risks identified, such as those in relation to fire safety and the built environment.

Rising crime rates**Question No: 2019/19932**[Andrew Dismore](#)

What assessment have you made of the impact on tourism and the economy of central London of the fast-rising crime rates in Bloomsbury and the West End?

Answer for Rising crime rates[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Victims of crime**Question No: 2019/19933**[Andrew Dismore](#)

How many victims of crime in Bloomsbury and the West End in the last 12 months were a) tourists and other visitors to London; and b) local residents?

Answer for Victims of crime[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Engine idling in Barnet**Question No: 2019/19934**[Andrew Dismore](#)

Are you working with councils to promote anti engine-idling campaigns? Residents have written to me requesting such a campaign in Golders Green, can you assist in requesting the Council to do this?

Engine idling in Barnet[The Mayor](#)

Last updated: 22 October, 2019

In this round of the Mayor's Air Quality Fund I am providing London's boroughs with £500,000 for a pan-London anti-idling campaign which includes awareness raising, events, direct engagement with drivers, and enforcement against idling vehicles.

Unfortunately, Barnet have decided not to take part in this scheme. All of London's other boroughs are active members of the project, but Barnet council have advised us that they are not willing/able to take part. I would very much welcome their participation in the scheme if they were to change their minds.

Wrightbus**Question No: 2019/19935**[Andrew Dismore](#)

The manufacturer of the Routemaster bus Wrightbus has now gone into administration. What is the impact likely to be on TfL?

Answer for Wrightbus[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Tube Noise [1]**Question No: 2019/19936**[Andrew Dismore](#)

Which are the top 10 areas of London where tube noise complaints by residents are prevalent, and how many complaints are recorded for each area?

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

Last updated: 22 October, 2019

Officers are drafting a response

Tube Noise [2]**Question No: 2019/19937**[Andrew Dismore](#)

Which are the top 10 areas of London where tube noise complaints within carriages are prevalent, and how many complaints are recorded for each area?

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

Last updated: 22 October, 2019

Officers are drafting a response

Police sniffer dogs**Question No: 2019/19938**[Andrew Dismore](#)

How many police sniffer dogs are there across London now, and how many were there in 2010?

Police sniffer dogs[The Mayor](#)

Last updated: 22 October, 2019

As of September 2019, the Metropolitan Police Service (MPS) currently has in service:

44 Explosive Search Dogs

13 Standalone Firearms Search Dogs #

46 Drugs / Currency / Firearms Detection Dogs

12 Forensic Evidence Search Dogs *

2 Digital Media Detection Dogs +

Data for 2010 are not available as the MPS did not have computerised records and historical information has not been retained following a dog's retirement from service.

Standalone firearms search dogs are deployed to protective security operations.

* Forensic Evidence Search dogs are trained to find human remains, blood, bones, teeth, semen and products of animal origin (e.g. rhino horn etc). Of these, eight are trained to work with the Marine Support Unit on water for location of submerged remains.

+ Digital Media Detection dogs are trained to locate digital media such as USB sticks, memory cards, SIM cards, hard drives and mobile phones.

Building completion certificates**Question No: 2019/19939**[Andrew Dismore](#)

When does London Fire Brigade believe the review of reconciliation between building completion certificates and Brigade inspection records will be completed, as referenced in your answer to my question 2019/17647?

Building completion certificates[The Mayor](#)

Last updated: 22 October, 2019

This is a significant piece of work which is likely to be completed in Q2 next year.

LFB fire safety deep-dive (1)**Question No: 2019/19940**[Andrew Dismore](#)

Over what time period was the in-depth audit of fire-engineered buildings carried out by London Fire Brigade, as referenced in response to my question 2019/17644?

LFB fire safety deep-dive (1)[The Mayor](#)

Last updated: 22 October, 2019

Twenty audits were carried out between May 2016 and May 2019, with the majority having been carried out 2018/2019.

LFB fire safety deep-dive (2)**Question No: 2019/19941**[Andrew Dismore](#)

The audit of buildings referenced in response to my question 2019/17644 involved a review of 20 buildings. Which boroughs were these buildings located in?

LFB fire safety deep-dive (2)[The Mayor](#)

Last updated: 22 October, 2019

The audits were carried out in the following boroughs:

Borough	Number of deep dive fire safety audits carried out
Tower Hamlets	7
Hackney	4
City of London	3

Islington	3
Lambeth	1
Redbridge	1
Brent	1

LFB fire safety deep-dive (3)

Question No: 2019/19942

[Andrew Dismore](#)

What was the total number of dwellings contained in the twenty buildings where London Fire Brigade conducted a deep-dive fire safety audit?

LFB fire safety deep-dive (3)

[The Mayor](#)

Last updated: 22 October, 2019

The number of dwellings (i.e. individual flats) was not specifically captured for the purpose of this program of audits. The engineered solutions which were the focus of the audits related to the protection of the common parts, as these are the areas to which the Regulatory Reform (Fire Safety) Order 2005 applies. For the same reason, this information is not automatically required by our fire safety inspection records. However, most of the residential flats were large, high rise and the total number was in the region of several hundred.

LFB fire safety deep-dive (4)

Question No: 2019/19943

[Andrew Dismore](#)

How many of the 20 buildings inspected by London Fire Brigade during its deep-dive into fire safety were a) privately owned, b) publicly owned, and c) other ownership e.g. housing association?

LFB fire safety deep-dive (4)

[The Mayor](#)

Last updated: 22 October, 2019

Based on the information available at the time, the tenure type of the properties inspected was:

- a) Privately owned - 16
- b) Local Authority/publically owned -2
- c) Other – 2 (1 housing association and 1 mixed)

LFB fire safety deep-dive (5)**Question No: 2019/19944**[Andrew Dismore](#)

How many of the 20 buildings inspected by London Fire Brigade during its fire safety deep-dive were a) residential and b) other uses?

LFB fire safety deep-dive (5)[The Mayor](#)

Last updated: 22 October, 2019

The make up based on usage time based on the information available at the time was:

- a) Residential -16 which consists of 13 residential flat buildings, 1 serviced apartment building, 1 hotel and 1 student accommodation building.
- b) Non-residential - 4 which were office buildings.

LFB fire safety deep-dive (6)**Question No: 2019/19945**[Andrew Dismore](#)

Please provide a list of the Responsible Persons who have not yet implemented the engineer's recommended solutions to the building issues identified in the fire-safety deep dive.

LFB fire safety deep-dive (6)[The Mayor](#)

Last updated: 22 October, 2019

All issues and recommendations were dealt with at the time of inspection or soon after.

Cladding remediation supply chain**Question No: 2019/19946**[Andrew Dismore](#)

What assessment have you made of the impact of a no-deal Brexit on the supply of materials and labour for remediating ACM cladding on tall buildings?

Cladding remediation supply chain[The Mayor](#)

Last updated: 22 October, 2019

Research about London's construction industry shows that the sector relies heavily on trained EU workers and EU imported materials. A no-deal Brexit is likely to disturb the supply and importation of materials and labour for remediating ACM cladding on tall

buildings. My team has raised the potential impact of a no-deal Brexit on the Private and Social Sector Cladding Remediation Funds to Government officials. I will continue to call for the British public to be given a final say on Brexit and I will campaign for us to remain.

Completion target for cladding remediation

Question No: 2019/19947

[Andrew Dismore](#)

In response to my question 2019/17632 regarding the government's target for cladding remediation, you described the deadlines as "irresponsible and unrealistic". Has the government now indicated it no longer holds these dates as targets for completion?

Completion target for cladding remediation

[The Mayor](#)

Last updated: 22 October, 2019

As far as I am aware, the Government still holds these targets dates. My team has repeatedly raised with officials that they are unlikely to be met and therefore damaging to public trust in the cladding remediation programmes.

Help for residents with cladding-related heat and energy bills

Question No: 2019/19948

[Andrew Dismore](#)

Thank you for your answer to question 2019/12230 where you pledged to inform private sector tenants about the Warmer Homes Advice Service, in addition to the work already underway supporting social tenants. Will you make it a condition for compliance that private sector landlords applying to the remediation fund distribute literature to tenants, or take other appropriate steps to make them aware of the support available?

Help for residents with cladding-related heat and energy bills

[The Mayor](#)

Last updated: 22 October, 2019

The scope and funding conditions for the Private Sector ACM Cladding Remediation Fund are set by the Ministry of Housing, Communities and Local Government. However, where leaseholders contact the GLA directly my team will provide information on the Warmer Homes Advice Service and how they can seek support through my fund.

Independent evaluation of fire, safe and well**Question No: 2019/19949**[Andrew Dismore](#)

Has the independent assessment of Fire, Safe and Well reported back yet, as you referenced in answer 2019/3920; and if so, will the assessment be published?

Independent evaluation of fire, safe and well[The Mayor](#)

Last updated: 22 October, 2019

MOPAC are currently undertaking the evaluation of the Fire Safe and Well Pilot. The evaluation commenced in July 2019 and is ongoing. The delivery of visits in the five boroughs (Greenwich, Merton, Islington, Waltham Forest and Ealing) completed on 30 September 2019 and all outcomes, outputs, views of participants, partners and stakeholders will be assessed as part of the evaluation. The evaluation is due to be completed by January 2020 and a report will then be produced with proposals for the future working.

Prevalence of high-pressure laminate cladding**Question No: 2019/19950**[Andrew Dismore](#)

Following the Building Research Establishment test BS8414 which established that high pressure laminate cladding did not meet required safety standards and should be removed, how many buildings in London have been identified that will need to have this cladding removed?

Prevalence of high-pressure laminate cladding[The Mayor](#)

Last updated: 22 October, 2019

The exposure of buildings in London to unsafe high pressure laminate cladding systems is unknown. In July 2019, the Ministry of Housing, Communities and Local Government started a data collection exercise of non-ACM external wall systems in partnership with London boroughs. I understand the target for completion of this exercise is spring 2020 though I will continue to press the Government to move much more quickly.

Cancer incidence among firefighters (1)**Question No: 2019/19951**[Andrew Dismore](#)

What is your appraisal of the Stec et al study published in February 2018, demonstrating for the first time a higher incidence of cancer among UK firefighters?

Cancer incidence among firefighters (1)

[The Mayor](#)

Last updated: 22 October, 2019

London Fire Brigade (LFB) is familiar with the paper published by Stec et al. in the journal *Scientific Reports* in February 2018. The aim of the study was to demonstrate the elevated occupational exposure of firefighters to individual carcinogenic polycyclic aromatic hydrocarbons (PAHs). The researchers found that firefighters were exposed to elevated levels of a number of PAHs. The paper goes on to estimate the risk of developing cancer in firefighters exposed to PAHs using a mathematical model called a 'cancer slope factor' but it does not directly demonstrate a higher incidence of cancers in UK firefighters or provide direct evidence of PAHs being causative in any firefighter cancers.

Cancer incidence among firefighters (2)

Question No: 2019/19952

[Andrew Dismore](#)

What work is London Fire Brigade carrying out in light of recent research showing an increased risk of cancer among UK firefighters?

Cancer incidence among firefighters (2)

[The Mayor](#)

Last updated: 22 October, 2019

The health, safety and welfare of London's firefighters is of paramount importance. It is clear that firefighters have increased risk of workplace exposure to certain hazardous substances, both inhaled and absorbed through contamination and that this may lead to increased incidence of certain cancers. London Fire Brigade (LFB) already has a range of control measures in place to mitigate the risks from contamination. These control measures are centred on the general principles of eliminating or minimising exposure to hazardous substances, maintaining cleanliness of operational equipment and personal hygiene. LFB is also initiating a Contaminants Working Group to bring together the relevant stakeholders to continue to monitor these risks and make further improvements to health and safety.

Cancer incidence among firefighters (3)

Question No: 2019/19953

[Andrew Dismore](#)

Will representatives from London Fire Brigade raise results of studies showing increased incidence of cancer among firefighters with relevant individuals on the National Fire Chiefs Council and in the Government?

Cancer incidence among firefighters (3)

[The Mayor](#)

Last updated: 22 October, 2019

Firefighter cancers and contamination have been a central focus in the Health and Safety Committee of the National Fire Chiefs Council (NFCC) for some time and will continue to be in the future. London Fire Brigade (LFB) has a representative on this committee who is actively engaging in these issues. The NFCC Health and Safety Committee commissioned their own review of the academic literature in this regard, which was published in February 2018, and are continuing to work to better understand the risks to firefighters.

Cancer incidence among firefighters (4)

Question No: 2019/19954

[Andrew Dismore](#)

The National Fire Chiefs Council lead for health and safety stated that “firefighters are contracting certain types of cancer above the population norm, I accept that and that is a concern”. However, he also stated that there is no proven connection. Do you agree that recent evidence by Professor Stec and others warrants further urgent research on this matter?

Cancer incidence among firefighters (4)

[The Mayor](#)

Last updated: 22 October, 2019

London Fire Brigade (LFB) has agreed that further research is required to demonstrate the causative link between workplace exposures to hazardous substances and any increased incidence of cancers in firefighters. Research is taking place globally on these issues. At present, this research is particularly prevalent in the United States of America but there are also several studies ongoing in the UK that will contribute to LFB’s understanding of the risks. LFB is monitoring this research.

Cancer incidence among firefighters (5)

Question No: 2019/19955

[Andrew Dismore](#)

How many London Fire Brigade firefighters are currently signed off work where the absence is related to cancer, and what was the figure in each year from 2010 to the present?

Cancer incidence among firefighters (5)

[The Mayor](#)

Last updated: 22 October, 2019

Please see the requested data below:

Year	No of operational Staff
2010	11
2011	7

GREATER **LONDON** AUTHORITY**LONDON** ASSEMBLY

2012	10
2013	4
2014	13
2015	12
2016	4
2017	12
2018	8
2019 to 30/09/19	9
Current sickness absence cases due to Cancer.	1

data compiled October 2019*Freedom of movement****Question No: 2019/19956**[Andrew Dismore](#)

What have been the benefits of freedom of movement between the EU and London?

Freedom of movement[The Mayor](#)

Last updated: 22 October, 2019

London is known across the world for its openness, diversity and innovation. For centuries Londoners have been travelling and settling across Europe and the world, and more than one million European citizens call London home. Throughout history, our city has always been at its best when we've been open and inclusive. Our rich history of welcoming people from around the globe makes London what it is – the greatest city in the world.

Earlier this year I wrote to the Home Secretary to highlight the damage that the Government's current post-Brexit immigration plans could do to London's economy. I'll continue making the case for the positive impact that immigration and Freedom of Movement have had in London and the UK.

Private sector remediation fund**Question No: 2019/19957**[Andrew Dismore](#)

Are you aware that to access the private sector remediation fund for ACM cladding removal, every flat owner in a block has to give the Government a 'state aid' declaration; and that with so many properties in blocks owned by non-resident leaseholders, including people living overseas, this is very difficult to achieve. Will you lobby the Government to remove this requirement to enable access to the fund more easily?

Private sector remediation fund[The Mayor](#)

Last updated: 22 October, 2019

The GLA is committed to administering the Private Sector ACM Cladding Remediation Fund as quickly as possible in order to ensure buildings are remediated at pace and leaseholders are protected from costs. The Ministry for Housing, Communities and Local Government are solely responsible for the scope and design of the fund.

I am aware that collecting declarations from every leaseholder may be challenging. My team are working with the Government to ensure State Aid rules are complied with in a pragmatic way that does not delay approving funding.

Police funding settlement**Question No: 2019/19958**[Andrew Dismore](#)

What details has the government provided about their promised extra 20,000 police officers across the country, and in particular what will be provided to the Met?

Answer for Police funding settlement[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Direct Vision Standard**Question No: 2019/19960**[Florence Eshalomi](#)

How do you respond to the Freight Transport Association's call (<https://www.ukhaulier.co.uk/news/road-transport/haulage/three-months-until-dvs-scheme-will-not-achieve-zero-vehicular-harm-says-fta/>) that you should, "realise that other strategies would deliver a far greater outcome. Technological development, along with internationally-agreed design standards and the retiming of deliveries to quieter periods, would provide a more robust and long-term safety solution than DVS alone; visibility from the cab should be viewed as just one aspect of holistic approach to road safety?

Direct Vision Standard[The Mayor](#)

Last updated: 22 October, 2019

The Direct Vision Standard (DVS) is indeed one element of my Vision Zero action plan, which sets out a holistic approach to reducing road danger including actions on safe

speeds, safe streets, safe vehicles and safe behaviours. The Freight Transport Association (FTA) has been closely engaged throughout the development of the DVS scheme and stated publicly that it was good to see that many of its practical concerns about the scheme have been taken on board.

There are clear benefits of direct vision. Research from Arup and Leeds University shows that HGV direct vision results in a 0.7 second quicker reaction time, which in turn results in reduced stopping distances. This means a vehicle travelling at 25km per hour will reduce its stopping distance by 5 metres.

I have asked Transport for London to work with the UK Government, European Commission and the United Nations Economic Commission for Europe to develop international regulations on vehicle design standards. While I support DVS being set at a European level, we can't afford to wait for this to happen.

Technological developments as well as the re-timing of deliveries are also important elements in reducing road danger. My Freight and Servicing action plan recognises this and sets out an approach to Area Freight Management Plans incorporating targeted measures that will have the greatest impact on safe and efficient deliveries. Re-timing plays an important part in this approach.

Engine Idling

Question No: 2019/19961

[Florence Eshalomi](#)

The Urban Transport Group is made up of the UK's seven largest urban transport authorities, including TfL, and has called on (<https://www.fleetnews.co.uk/news/fleet-industry-news/2019/07/31/urban-transport-group-wants-powers-to-enforce-idling-legislation>) the Government to give them the power to impose penalties on vehicles to reduce the idling and stop-start conditions that cause congestion and air pollution. Are you able to explain what effect getting these powers will have in London?

Answer for Engine Idling

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

A Free Port in London

Question No: 2019/19962

[Florence Eshalomi](#)

Would you support an application by the Port of London to become a free port (<https://www.gov.uk/government/news/trade-secretary-announces-freeports-advisory-panel-will-ensure-uk-is-ready-to-trade-post->

brexit?gator_td=3aFAGApT%2bXpkvFXgqijaGQusbEnk8m1xkTvKk9%2b792ofUJ6l4Yacsw6uEA%2frHERrNNdorQjogHpOEe9PVwfQEpD52g24LFSXSnVwmob559ci6sfoSwm4WVV%2fv0XQYBQCmleag2o0ljzTDHXLTWXVLuT9VDZCd3zZAPwQNRY73DHvXb%2fl35%2bxZzhvOdK9oIX)? Please give your reasons.

A Free Port in London

[The Mayor](#)

Last updated: 22 October, 2019

No amount of UK 'free ports' will be an adequate substitute for the existing benefits of the current customs union and single market obtained through EU membership. The best way to ensure trade is successful in London and the United Kingdom is to maintain access to the single market.

I will continue to work closely with the Port of London Authority, its partners and the wider south-east to ensure that any future plans align with my vision to deliver good growth for London that is economically and socially inclusive and environmentally sustainable.

Any future plans for a free port would be closely scrutinised to assess any impacts on jobs, business, transport, air quality and the environment in London.

Silvertown Tunnel Emissions

Question No: 2019/19963

[Florence Eshalomi](#)

It is reported (<https://www.transport-network.co.uk/Prime-minister-and-TfL-accused-of-climate-censorship-on-Silvertown/16055>) that TfL and the Planning Inspectorate agreed that the Environmental Statement would not include its own 'separate climatic factors topic', instead carbon would be subsumed under the 'Air Quality' heading. How satisfied are you that the full effect of the traffic carbon emissions are known?

Answer for Silvertown Tunnel Emissions

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Fares Freeze

Question No: 2019/19964

[Florence Eshalomi](#)

Your 2017-2020 Fares freeze was estimated to cost £640m. Can you provide an estimate for a similar fares freeze covering 2021-2024, including what inflation figure you are using for every year?

Answer for Fares Freeze

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Delay Repay (1)

Question No: 2019/19965

[Florence Eshalomi](#)

Why does London Overground and TfL Rail not offer Delay Repay 15? What plans, if any, do you have for them to offer it in the future?

Delay Repay (1)

[The Mayor](#)

Last updated: 22 October, 2019

Delay Repay 15 is a Department for Transport (DfT) initiative that aims to get Train Operating Companies to better provide refunds to customers when services are delayed. Under this initiative, customers can claim a refund and get 25 per cent of the fare back.

In contrast, Transport for London (TfL) gives back 100 per cent of the fare under its service delay refund scheme.

Whilst TfL continues to find ways to improve the way it gives refunds, there are no plans to introduce the DfT's Delay Repay 15, which would leave many customers worse off.

Delay Repay (2)

Question No: 2019/19966

[Florence Eshalomi](#)

Will Crossrail operate a Delay Repay 15 scheme when it opens?

Delay Repay (2)

[The Mayor](#)

Last updated: 22 October, 2019

Crossrail services are part of TfL Rail. See my answer to Mayor's question 2019/19965.

Delay Repay (3)

Question No: 2019/19967

[Florence Eshalomi](#)

According to the office of Road and Rail (<https://dataportal.orr.gov.uk/media/1244/delay-compensation-claims-factsheet-1819-q4.pdf>), in 2018-19 London Overground closed 6,461 claims for delay compensation, but

only approved 82.1% of those claims. Can you give the reasons for not approving 17.9% of the claims?

Delay Repay (3)

[The Mayor](#)

Last updated: 22 October, 2019

There are a number of reasons why service delay refund claims are not approved. Transport for London (TfL) is unable to report on the precise reason for each claim decision. Reasons include customers not touching in or out during the delayed journey, and some customers claiming for journeys that do not meet TfL's refund claim criteria.

Delay Repay (4)

Question No: 2019/19968

[Florence Eshalomi](#)

According to the office of Road and Rail, in 2018-19 TfL Rail closed 9,931 claims for delay compensation, but only approved 74.8% of those claims. Can you give the reasons for not approving 25.2% of the claims?

Delay Repay (4)

[The Mayor](#)

Last updated: 22 October, 2019

There are a number of reasons why service delay refund claims are not approved. Transport for London (TfL) is unable to report on the precise reason for each claim decision. Reasons include customers not touching in or out during the delayed journey, and some customers claiming for journeys that do not meet TfL's refund claim criteria.

Delay Repay (5)

Question No: 2019/19969

[Florence Eshalomi](#)

According to the DfT's Rail Delays and Compensation Report 2018 (https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/751380/rail-delays-and-compensation-report-2018-revised.pdf) the % of passengers claiming for a delay was 29%, which is 15th out of 18 Train Companies. Why do you believe the claim rate is so low?

Delay Repay (5)

[The Mayor](#)

Last updated: 22 October, 2019

Public transport in London is characterised by frequent services with a large number of route options. Many customers who are categorised as "not claiming" in a report such as

this may therefore not consider themselves to have been delayed, as they have found alternative ways of making their journey in a reasonable time.

Where Transport for London (TfL) knows there has been serious disruption, it proactively refunds customers so they do not even need to make a claim.

TfL provides clear information about claiming refunds, and has a simple online process to raise a claim. Nevertheless, there may be some customers who are unaware they can make a claim, or choose not to.

Met Gender Balance

Question No: 2019/19970

[Florence Eshalomi](#)

Please provide details of the gender breakdown of Metropolitan Police officers. Please can you also provide details of the gender breakdown of each Basic Command Unit?

Met Gender Balance

[The Mayor](#)

Last updated: 22 October, 2019

The MPS publish workforce data reports on a monthly basis here - <https://www.met.police.uk/sd/stats-and-data/met/workforce-data-report/>

These reports include a breakdown of both gender, OCU and business group and will answer your question.

Trident Gender Balance

Question No: 2019/19971

[Florence Eshalomi](#)

Please provide details of the gender breakdown of Metropolitan officers within Trident.

Trident Gender Balance

[The Mayor](#)

Last updated: 22 October, 2019

The MPS publish workforce data reports on a monthly basis here - <https://www.met.police.uk/sd/stats-and-data/met/workforce-data-report/>

These reports include a breakdown of both gender, OCU and business group and will answer your question.

Female County Lines Arrests**Question No: 2019/19972**[Florence Eshalomi](#)

Please provide the numbers of county lines arrests that have been made in each of the following years: 2014, 2015, 2016, 2017, 2018 and 2019 to date. Please provide a breakdown by age and gender.

Female County Lines Arrests[The Mayor](#)

Last updated: 22 October, 2019

This question cannot be answered as there is no flag on National Strategy for Police Information Systems Custody (NSPIS) to identify county lines arrests. In many cases arrests are made for drug supply or modern slavery and intelligence is used to inform whether or not the arrest is in relation to county lines.

Rescue and Response Referrals**Question No: 2019/19973**[Florence Eshalomi](#)

Are all those arrested for county lines activity automatically reported to Rescue and Response for support? How does this happen?

Rescue and Response Referrals[The Mayor](#)

Last updated: 22 October, 2019

There is no flag on the National Strategy for Police Information Systems Custody (NSPIS) to identify county lines arrests, therefore it is not possible to automatically report to Rescue and Response. In many cases arrests are made for drug supply or modern slavery and intelligence is used to inform whether or not the arrest is in relation to county lines. Rescue and Response works closely with local authorities and policing teams, as well as the National County Lines Coordination Centre, to cross-check data and facilitate referrals to the service.

Female Offenders in Gang Flagged Crimes**Question No: 2019/19974**[Florence Eshalomi](#)

Please provide details of gang flagged crimes with a female offender since 2014. Please provide a borough-by-borough breakdown of the numbers for each year.

Female Offenders in Gang Flagged Crimes[The Mayor](#)

Last updated: 22 October, 2019

Please see attached the requested data for Mayor's Question 2019/19974 and 2019/19975 covering the period specified.

Female Victims in Gang Flagged Crimes

Question No: 2019/19975

[Florence Eshalomi](#)

Please provide details of gang flagged crimes with a female victim since 2014. Please provide a borough-by-borough breakdown of the numbers for each year.

Female Victims in Gang Flagged Crimes

[The Mayor](#)

Last updated: 22 October, 2019

Please see Mayor's Question 2019/19974 for the requested data.

Criminality Faced by Gang Associated Girls

Question No: 2019/19976

[Florence Eshalomi](#)

In a previous question (2019/6296) I asked about the criminality gang-associated girls face and you responded with issues of sexual assault and sexual exploitation. Anecdotal evidence suggests that they face other forms of criminality and exploitation. What discussions have the Violence Reduction Unit (VRU) and VRU Partnership Reference Group had around this area? Which forms of criminality that gang-associated girls face have they acknowledged?

Answer for Criminality Faced by Gang Associated Girls

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Criminality Faced by Gang Associated Girls

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Violence Reduction Unit (VRU) Partnership Group Advocacy for Gang Associated Girls

Question No: 2019/19977

[Florence Eshalomi](#)

In March this year you said, “I have always been clear that the new London VRU will tackle all forms of violence through a public health approach and this includes violence against women and girls, including the exploitation of young women by gangs.” Please detail how the partnership group set up in October last year has advocated on behalf of gang-associated girls and how the VRU will specifically support girls to help them move away from the exploitation you referred to.

Answer for Violence Reduction Unit (VRU) Partnership Group Advocacy for Gang Associated Girls

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Violence Reduction Unit (VRU) Partnership Group Advocacy for Gang Associated Girls

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Women and Girl's Networks and the Violence Reduction Unit (VRU) Partnership Group

Question No: 2019/19978

[Florence Eshalomi](#)

Please list the women and girls' networks which the VRU Partnership group has worked with so far? How has this changed the shape and direction of the VRU's work in providing support services for young people?

Answer for Women and Girl's Networks and the Violence Reduction Unit (VRU) Partnership Group

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Women and Girl's Networks and the Violence Reduction Unit (VRU) Partnership Group

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Assessment and Strategy Development of the Violence Reduction Unit (VRU)

Question No: 2019/19979

[Florence Eshalomi](#)

What assessment and strategy development has taken place around the violence against women and girls and the child sexual exploitation strands of the VRU?

Answer for Assessment and Strategy Development of the Violence Reduction Unit (VRU)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Assessment and Strategy Development of the Violence Reduction Unit (VRU)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Violence Reduction Unit (VRU) Funding for Early Intervention Projects and Gang Affected Girls

Question No: 2019/19980

[Florence Eshalomi](#)

How specifically will the recently announced £1.4m VRU funding for early intervention projects support gang affected girls?

Answer for Violence Reduction Unit (VRU) Funding for Early Intervention Projects and Gang Affected Girls

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Violence Reduction Unit (VRU) Funding for Early Intervention Projects and Gang Affected Girls

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Healthy Relationships**Question No: 2019/19981**[Florence Eshalomi](#)

How are you supporting young women, particularly gang associated girls, to understand and develop healthy relationships?

Answer for Healthy Relationships[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Healthy Relationships[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Vision Zero**Question No: 2019/19982**[Florence Eshalomi](#)

How is the work progressing at the 73 dangerous junctions identified in Vision Zero and will the work be completed on schedule?

Answer for Vision Zero[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Vision Zero (2)**Question No: 2019/19983**[Florence Eshalomi](#)

There are a number of dangerous junctions in London that were not included in Vision Zero. Will there be further investment beyond the 73 junctions initially identified?

Answer for Vision Zero (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Compensation for Late Train Journeys

Question No: 2019/19984

[Florence Eshalomi](#)

What steps, if any, are you taking to encourage more people to claim a refund for any delays they experience on London Overground or TfL Rail?

Compensation for Late Train Journeys

[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) works hard to ensure customers have all the information they need to claim refunds for delays. Online, customers can find information on refunds and how to claim for a service delay. TfL's network wide fares publicity campaign encourages customers to claim, and its frontline staff are briefed to let customers know they can claim for refunds.

TfL and London Underground Staff Pay

Question No: 2019/19985

[Florence Eshalomi](#)

Please explain the discrepancy between the 2018/19 pay offers made to London Underground workers and TfL staff (2.7% to London Underground and 1% to TfL).

TfL and London Underground Staff Pay

[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) and London Underground Limited (LUL) both offer highly competitive reward packages. While they are ultimately part of the same corporate family, TfL and LUL are separate employers, and each negotiates under different collective bargaining arrangements for pay and conditions.

TfL and LUL are different types of organisations operating in different markets, where employees carry out - for the most part - quite different roles. As employers, both TfL and LUL highly value their people, and I know that they remain committed to recognising and rewarding hard work. I am confident that the rewards offered both by TfL and by LUL compare fairly and favourably with similar organisations in similar markets.

TfL Collective Bargaining Framework**Question No: 2019/19986**[Florence Eshalomi](#)

Why are front of house workers at the London Transport Museum not part of TfL's collective bargaining framework? And why is TfL seeking to introduce local pay bargaining? (These staff, whose grades start at £19,000, earn less than TfL apprentices, and are currently being offered a minimum increase of £300 versus £500 for TfL staff and £750 for London Underground staff.)

TfL Collective Bargaining Framework[The Mayor](#)

Last updated: 22 October, 2019

These issues are currently subject to discussion in ongoing Transport for London (TfL) pay negotiations and it would be inappropriate to comment on them while negotiations continue. TfL's next meeting with the trade unions is scheduled for 17 October.

TfL Director Pay**Question No: 2019/19987**[Florence Eshalomi](#)

Please provide total spend and the names, salaries and bonuses for all TfL Directors, including those covering London Underground and Crossrail, who were employed in the following financial years: 2012-13; 2016-17; 2017-18; and 2018-19. This should include all Directors employed by TfL, including those facing into London Underground, and those on interim / consultancy / NPL contracts.

TfL Director Pay[The Mayor](#)

Last updated: 22 October, 2019

The total cost of Directors (including Managing Director and Commissioner) at Transport for London (TfL) for the financial years requested is provided below:

- 2012/13 £11,932,696
- 2016/17 £13,242,973
- 2017/18 £11,898,768
- 2018/19 £11,848,339

The total cost of Directors at Crossrail for the financial years requested is provided below:

- 2012/13 £4,162,985
- 2016/17 £5,270,748
- 2017/18 £4,670,373
- 2018/19 £3,239,189

Details of senior employees salaries are published in TfL's Annual Reports and are available on the TfL website at the following address: tfl.gov.uk/corporate/publications-and-reports/annual-reports-past-years .

Information on job titles and remuneration of senior staff can be found here: tfl.gov.uk/corporate/publications-and-reports/senior-staff

Assets of Community value

Question No: 2019/19989

[Nicky Gavron](#)

Would you support the recommendation from a recent Centre for London report with regard to extending the Community Rights established in the Localism Act 2011 and introduce a "Community Right to Buy" for local assets, as exists in Scotland, to make sure that local neighbourhoods are best able to protect their most important buildings?

Assets of Community value

[The Mayor](#)

Last updated: 22 October, 2019

The Centre for London report provides valuable insights into how communities can be more empowered to shape their future neighbourhoods.

We are currently exploring ways in which Crowdfund London and other forms of innovative social financing can support the activity of community groups. The Crowdfund London programme, now in its 6th round, continues to support projects across London and provides valuable capacity building and skills development for community organisations which is a key element of enabling more community-led regeneration.

We have successfully supported campaigns to protect several of London's at-risk cultural venues, including the Royal Vauxhall Tavern, and my cultural infrastructure plan highlights Assets of Community Value as a tool to support cultural venues important to London's communities. The draft London Plan also supports boroughs to consider approving applications to designate social infrastructure, cultural venues and pubs as Assets of Community Value to help protect their loss. This gives community organisations the opportunity to bid for them if they are put up for sale.

Studio and one-bedroom flats (1)

Question No: 2019/19990

[Nicky Gavron](#)

For planning applications referred to you, would you be able to give the proportion of approved units that are a) studios and b) one-bedroom units for each of the years 2017-18 and 2018-19?

Studio and one-bedroom flats (1)[The Mayor](#)

Last updated: 22 October, 2019

Data on the number of bedrooms in residential developments are held on the London Development Database which includes all permissions that propose new residential units.

Analysis of the LDD data shows that in 2017/18, 7 per cent of gross units approved were studios and 35 per cent were 1-bed units. In 2018/19 the provisional data shows that 7 per cent of units were studios and 37 per cent were 1-bed units.

Looking just at schemes proposing 150 units or more (as this is the threshold at which residential schemes must be referred to me), in 2017/18, 6 per cent of units were studios and 35 per cent were 1-bed units. In 2018/19 the provisional data shows 6 per cent were studios and 37 per cent were 1-bed units.

The figures and explanatory notes are included in the app document.

Studio and one-bedroom flats (2)**Question No: 2019/19991**[Nicky Gavron](#)

Could you please provide a definition that distinguishes “studio” and “one-bedroom” units in a planning application? Do you have an estimation of the “need” for studio units within the identified need for one-bedroom units?

Studio and one-bedroom flats (2)[The Mayor](#)

Last updated: 22 October, 2019

The glossary used for the London Development Database defines a studio as “A self-contained flat where there is no separate bedroom.”

My Strategic Housing Market Assessment 2017 does not distinguish between studios and one-beds units.

Does the language politicians use matter?**Question No: 2019/19993**[Joanne McCartney](#)

Does the language politicians use matter, both in London and nationally?

Answer for Does the language politicians use matter?[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Fully Electric Bus Routes

Question No: 2019/19994

[Joanne McCartney](#)

I greatly welcome the introduction of fully electric buses on routes 43 and 134. What further routes are planned to become fully electric and when?

Answer for Fully Electric Bus Routes

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Class 710 Trains

Question No: 2019/19995

[Joanne McCartney](#)

What is the schedule for the delivery of the Class 710 trains on the London Overground West Anglia lines out of Liverpool Street to Chingford, Cheshunt and Enfield Town?

Answer for Class 710 Trains

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

GOBLIN Free Travel

Question No: 2019/19996

[Joanne McCartney](#)

I am aware that the month's free travel on the Gospel Oak-Barking Line (GOBLIN) included the weekend of the 28/29th September when unmovable engineering works took place. Are there any plans to offer an extra weekend of free travel to ensure passengers get a whole month of free travel?

Answer for GOBLIN Free Travel

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Green Roofs on Bus Stops**Question No: 2019/19997**[Joanne McCartney](#)

Are there any plans to install green roofs on bus stops? This would help reduce pollution along main roads.

Answer for Green Roofs on Bus Stops[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Wildflower Verges (1)**Question No: 2019/19998**[Joanne McCartney](#)

I am aware that TfL has been trialling a number of wildflower verges along TfL roads this summer. Is it possible for you to share the results of the trial and whether this initiative can be extended to other TfL roads?

Wildflower Verges (1)[The Mayor](#)

Last updated: 22 October, 2019

Please see my response to Mayor's Question 2019/19663.

Wildflower Verges(2)**Question No: 2019/19999**[Joanne McCartney](#)

What work is TfL doing with London Boroughs to encourage them to plant wildflower verges on their local road networks?

Wildflower Verges(2)[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) works with the London boroughs to enhance their green infrastructure through mechanisms such as Local Implementation Plans (LIPs) and where applicable, Liveable Neighbourhoods programme. Within these programmes, boroughs are encouraged to consider sustainable urban drainage systems and other green infrastructure which contribute to an enhanced environment conducive to walking and cycling, and greater biodiversity.

A recent example of an increase to the green estate is the London Borough of Newham's Stratford Gyratory scheme, funded through the LIP Major Schemes Programme. In November 2016, TfL also published guidance "SUDs in London" featuring various examples of green infrastructure that could be considered alongside case studies of previous projects, located at <http://content.tfl.gov.uk/sustainable-urban-drainage-november-2016.pdf>.

As explained in my response to Mayor's Question 2019/19663, TfL is currently running a trial to allow wildflower verges on two parts of its road network. TfL is happy to share the information on this trial with London boroughs when the results are received at the end of October to assist them in creating wildflower verges on their own networks.

Bus Idling at Turnpike Lane

Question No: 2019/20000

[Joanne McCartney](#)

What more can you do to ensure the bus drivers at Turnpike Lane station do not engine idle? Residents are still contacting me stating that this is still an issue despite drivers being reminded recently by their bus operator.

Answer for Bus Idling at Turnpike Lane

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

MMR mandatory vaccination

Question No: 2019/20001

[Joanne McCartney](#)

Given the falling rate of MMR vaccinations is it now time for mandatory vaccination of our children?

MMR mandatory vaccination

[The Mayor](#)

Last updated: 22 October, 2019

More children in London need to be vaccinated and the NHS is redoubling efforts to increase uptake rates and give children the best protection. Big cities often have lower uptake of vaccinations, reflecting high population mobility. As children move, families might not register with a new GP, and invitations to appointments can go to the wrong address.

Vaccinations are not compulsory in the UK. Almost all parents decide to have their children immunised. Evidence shows that mandatory vaccination is not always effective in increasing uptake, and it could risk causing people to become resistant to receiving vaccines.

We cannot be complacent. We need to make it as easy as possible for families to access vaccinations, as even small groups of children missing out on or delaying their vaccines leaves them and others vulnerable to serious or even fatal infections. The NHS and Local Government need adequate resources to deliver services like immunisation if the government is serious about prevention.

Housing for Domestic Violence Survivors

Question No: 2019/20002

[Joanne McCartney](#)

I am very pleased you are providing housing for domestic violence survivors. What is the timescale for delivery of these much needed homes?

Housing for Domestic Violence Survivors

[The Mayor](#)

Last updated: 22 October, 2019

Through my £50m 'Move On' programme, I am making capital and revenue funding available to deliver homes and support for survivors of domestic abuse leaving domestic violence refuges as well as rough sleepers leaving hostels. The first two contracts through this programme, totalling up to £25m, have now been awarded to providers. All homes will be started by 31 March 2021, with the first ones becoming available this autumn. In addition, funding from my £30m Homelessness Change Programme can be used to deliver new and redevelop existing refuges, for schemes that start on site by March 2022.

Metropolitan Police Service getting procedures

Question No: 2019/20003

[Joanne McCartney](#)

A recent HM Inspectorate of Constabulary and Fire & Rescue Services (HMICFRS) report highlighted issues at many police forces, including the Metropolitan Police Service, with vetting procedures. What action has the MPS taken in response?

Metropolitan Police Service getting procedures

[The Mayor](#)

Last updated: 22 October, 2019

Metropolitan Police Service (MPS) vetting processes are very thorough and wide-ranging. All officers and staff are security cleared when they join the organisation.

This vetting should be repeated after 10 years. The MPS is currently recruiting at pace and has made the decision to prioritise the vetting of new officers to grow numbers as quickly as possible. This means that some other cases will take longer, including the re-vetting of existing staff, which form much of the backlog.

I have provided additional funding to the MPS to increase the number of staff in its vetting unit and reduce the backlog.

The MPS strategic vetting board coordinates and manages efforts to reduce the backlog, drive improvements and lead a risk-based approach to vetting priorities. These efforts are proving successful and the backlog continues to steadily decline.

Female genital mutilation clinics (1)

Question No: 2019/20005

[Onkar Sahota](#)

I welcome the Government's announcement for a network of new female genital mutilation clinics, five of which will be in London. In which boroughs will the clinics be located?

Answer for Female genital mutilation clinics (1)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Female genital mutilation clinics (1)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Female genital mutilation clinics (2)

Question No: 2019/20006

[Onkar Sahota](#)

The new female genital mutilation clinics announced by government only provide care for women over the age of 18 due to the mandatory reporting policy which states that all girls under 18 who are found to have had FGM are reported to the police. Campaigners say that this is a major deterrent for young girls under 18 who want to access support services for FGM. What is your assessment of the impact of this policy in London?

Answer for Female genital mutilation clinics (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Female genital mutilation clinics (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Vaping adverts on the TfL network

Question No: 2019/20007

[Onkar Sahota](#)

Would an advert for vaping be refused under TfL's advertising policy?

Answer for Vaping adverts on the TfL network

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Homes for later living (1)

Question No: 2019/20008

[Onkar Sahota](#)

How many homes in London for supported living for older people have been a) given planning permission and b) completed in each year since 2012? Please break this data down by borough.

Homes for later living (1)

[The Mayor](#)

Last updated: 22 October, 2019

The London Development Database (LDD) collates data on the number of dwellings which would be classified as 'specialist older persons housing'; both those given consent and those completed. This data is provided for the years 2012 onwards for both approvals and completions, broken down by borough in 'Appendix for homes for later living (1) Table 1 (approvals) Table 2 (completions).

Homes for later living (2)

Question No: 2019/20009

[Onkar Sahota](#)

How many homes for supported living for older people does the new London Plan forecast will be required in each borough, in each year from 2020 to 2024?

Homes for later living (2)

[The Mayor](#)

Last updated: 22 October, 2019

Research commissioned to inform the draft Plan identified a total potential demand in London across all tenures for just over 4,000 specialist older persons units a year between 2017 and 2029. Borough level benchmarks are provided in Table 4.4 of the draft London Plan and are designed to inform local-level assessments of specialist housing need, and the supporting text to Policy H15 states that boroughs should plan proactively to meet the identified need for older persons accommodation.

Improving access to cheap, healthy food in schools

Question No: 2019/20010

[Onkar Sahota](#)

The Child Poverty Action Group report “Living Hand to Mouth” recommends free fruit and veg be given out in schools. Some grocery shops already run similar schemes. In your work on access to food, will you consider what connections could be made between these schemes?

Improving access to cheap, healthy food in schools

[The Mayor](#)

Last updated: 22 October, 2019

I am committed to supporting initiatives that improve the health and wellbeing of London’s children and I fully support the current provision of free fruit and vegetables in schools for children aged between 4-6 years old.

In my London Food Strategy, I call upon businesses to support healthier food environments and I have committed to fund five local authorities to develop Good Food Retail Plans as part of a pilot project to improve access to fresh, healthy and affordable food in areas of need. GLA officers will work with members of the London Food Board to consider the impact and findings from this programme to inform future interventions.

In November City Hall will host a London School Food Conference which will explore the frameworks and initiatives that can support local authorities, schools and caterers adopt effective whole-school food policies.

A5 planning restrictions

Question No: 2019/20011

[Onkar Sahota](#)

Which boroughs have introduced A5 (hot food takeaway) planning restrictions within 400m of schools, and what steps are you taking to encourage all boroughs to do so?

A5 planning restrictions

[The Mayor](#)

Last updated: 22 October, 2019

A number of London boroughs have introduced planning restrictions on new hot food takeaways within close proximity of schools. These include Barking and Dagenham, Brent, Ealing, Enfield, Hackney, Hammersmith and Fulham, Islington, Lambeth, Lewisham, Redbridge, Richmond-upon-Thames, Tower Hamlets, Waltham Forest and Wandsworth.

My draft London Plan includes a policy which seeks to restrict hot food takeaways within 400m of schools and encourages boroughs to manage the over-concentration of these uses outside of these areas through the use of locally-defined thresholds in their local plans. This aligns fully with the London Food Strategy and Health Inequalities Strategy – both of which reflect my objectives of giving Londoners the best possible start in life and ensuring Londoners have access to healthy food. Once the London Plan is adopted, this policy will apply to proposals for new hot food takeaways across the capital.

Healthy school streets

Question No: 2019/20012

[Onkar Sahota](#)

How many schools have seen improvements made to adjacent streets using TfL's Healthy Streets fund?

Answer for Healthy school streets

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Unhealthy food advertising

Question No: 2019/20013

[Onkar Sahota](#)

TfL have banned advertisements of unhealthy food on its estate. Do you support London boroughs taking the same approach?

Unhealthy food advertising

[The Mayor](#)

Last updated: 22 October, 2019

The challenge of addressing child obesity is a key priority for partners across London. We must ensure that every child grows up in an environment that supports their health.

We know that children's eating behaviours can be influenced by exposure to advertising and sophisticated promotional techniques. That is why we must work towards providing an environment free from advertisements for food high in fat, sugar and salt.

I led the way by banning unhealthy advertisements across the TfL estate and support the action that Haringey, Southwark and many other boroughs are now taking to work towards

introducing their own healthier food advertising policies. My team is working with the Association of Directors of Public Health to support this.

Action to tackle unhealthy advertising is needed at all levels of government. Together we can support children by ensuring they are not exposed to unhealthy advertising.

Serious shortage drugs protocol

Question No: 2019/20014

[Onkar Sahota](#)

The Department for Health and Social Care has developed a Serious Shortage Protocol that can be used in the event of leaving the European Union without a deal, which would allow prescribers to offer a reduced dose, vary drug strengths, provide a generic alternative or offer alternative products. What discussions and correspondence have you had with the Minister and other relevant health partners about this scheme?

Serious shortage drugs protocol

[The Mayor](#)

Last updated: 22 October, 2019

I believe the best option for London and Londoners is to remain in the EU and to prevent a no-deal Brexit at all costs. While I am concerned that actions of this sort are necessary, the prescription and dispensing of drugs is a matter for the NHS, and I know that staff in the NHS are working hard to keep us prepared, safe and well. The NHS informs me that Serious Shortage Protocols are a routinely-used arrangement, developed with and by clinicians to deal with product shortages and issued only in exceptional circumstances. Pharmacists and medical experts then use their professional skill and judgement to decide, with the patient's agreement, the appropriateness of substitutes.

I meet regularly with the leadership of the NHS in London. I have asked for reassurance about Brexit preparations and received assurances that appropriate resilience plans are in place and that patients should continue to have confidence in the system.

Brexit pharmaceuticals express delivery service

Question No: 2019/20015

[Onkar Sahota](#)

The Government has tendered for a healthcare supplies express delivery service from 1 November 2019 and established a 24/7 NHS Brexit supply disruption hotline. Are you confident that these measures will be in place in time, and function as intended, if the Government fails to secure an exit-deal with the EU?

Brexit pharmaceuticals express delivery service

[The Mayor](#)

Last updated: 22 October, 2019

I believe the best option for London and Londoners is to remain in the EU and to prevent a no-deal Brexit at all costs. The Government's "No-Deal Readiness Report" describes an 'express freight service', to secure transport of small medical supply consignments into the UK to help support the uninterrupted supply of medicines and medical products. While I remain concerned that such arrangements are necessary, it is vital that contingency plans are put in place so that hardworking staff can continue care for the health of Londoners, and that Londoners receive the medicines they need.

I meet regularly with the leadership of the NHS in London. I have asked for reassurance about Brexit preparations and have received assurances that appropriate resilience plans are in place and that patients should continue to have confidence in the system.

Social value in the NHS supply chain

Question No: 2019/20016

[Onkar Sahota](#)

What is your assessment of the potential social value that can be leveraged from NHS supply chains and broader operations in London?

Social value in the NHS supply chain

[The Mayor](#)

Last updated: 22 October, 2019

I believe there is great potential for the NHS in London to enhance social value beyond its role as a provider of treatment and care services. This includes providing good quality jobs, apprenticeships and training for local residents, to boost the economy and support communities. There is also scope to reduce the NHS's impact on air pollution, including through its commitment to use low-emissions engines for 90% of its fleet by 2028; and providing care closer to home to reduce outpatient appointments by 30%, avoiding up to 50,000,000 miles of journeys every year on London's roads. Through its procurement processes the NHS can stimulate investment in the local economy, urge its suppliers to pay the London Living Wage and require them to consider their own environmental impact. I will continue to work closely with London's NHS to champion and challenge them to deliver maximum social value for Londoners.

Every child a healthy weight

Question No: 2019/20017

[Onkar Sahota](#)

What actions will your office and other GLA family organisations be taking to achieve the aims of the child obesity taskforce report, Every Child a Healthy Weight?

Every child a healthy weight

[The Mayor](#)

Last updated: 21 October, 2019

London's Child Obesity Taskforce's report rightly calls for action right across the capital with everyone having a role to play in making the city healthier.

I've already set out proposals restricting takeaways near schools and increasing the number of water fountains in the capital, overseen pioneering changes to the TfL advertising network, supported the Daily Mile and worked with early years providers and schools through my Healthy Early Years and Healthy Schools programmes. I am carefully considering the Taskforce report with a view to going further and building on our progress to date.

On 2 October 2019 London's health and care partners launched the London Vision which identifies child obesity as a priority and sets out a number of future actions we will take together. I look forward to continuing to work with partners to deliver on this commitment.

Post-Brexit immigration policies effect on healthcare

Question No: 2019/20018

[Onkar Sahota](#)

A GLA report into the impact of skills and salary threshold-based migration policies identified health and social care managers, nursing and midwifery staff, and personal caring staff as groups of high public service value that would face difficulties adjusting to more stringent migration systems. Health professionals more broadly face these problems as well as having a high recent reliance on EEA workers. What discussions have you had about improving recruitment and retention for these groups of workers?

Post-Brexit immigration policies effect on healthcare

[The Mayor](#)

Last updated: 22 October, 2019

London has a higher proportion of EEA and overseas NHS and social care staff than the rest of the country. I have consistently called on government to deliver an immigration system that works for London and will continue to do so.

I have raised NHS and care workforce issues with Sir David Sloman, Regional Director NHS London including the potential impacts from Brexit and future immigration policy. Sir David has assured me that the workforce is a top priority and it has been identified as a key enabler in our health and care partnership Vision. Initiatives such as Capital Nurse, led by Health Education England (HEE) promote health and care recruitment and retention through training and workforce development. HEE also supports London's NHS trusts and health and care partnerships to develop local workforce strategies. My Skills and Employment team is conducting research into how the health and social care sector supports higher level skills progression, including how this could be improved to support workforce development.

Expansion of Starting Well 13**Question No: 2019/20019**[Onkar Sahota](#)

Thank you for your answer to question 2019/17717 in which you noted the forthcoming expansion of Starting Well 13. What is the timescale for this, will it cover the whole of London, and what extra resources are being provided to enable it?

Expansion of Starting Well 13[The Mayor](#)

Last updated: 22 October, 2019

The NHS has advised that calls for expressions of interest in the Starting Well 13 Plus programme will be sent out in December 2019 and contracts will start on 1st April 2020.

Starting Well 13 Plus will cover the whole of London, with two practices per borough as a minimum on the scheme, ideally located in different parts of the borough, with up to 4 practices in areas of high need and deprivation.

Starting Well 13 Plus will be funded by reallocating existing resources, as well as from flexible commissioning funds totalling c.£1.2m. Working in collaboration with the community dental services, local Councils and local children's services the scheme should produce a significant decrease in the number of children requiring admission to hospital for extractions under General Anaesthetic.

Perceptions of breastfeeding on the TfL network**Question No: 2019/20020**[Onkar Sahota](#)

What work has TfL undertaken to assess Londoners' perceptions of breastfeeding on the transport network, in order to identify potential barriers to people doing so?

Answer for Perceptions of breastfeeding on the TfL network[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Pace of construction of homes on NHS land (1)**Question No: 2019/20021**[Onkar Sahota](#)

What is the average time between planning permission being granted and construction beginning for homes on ex NHS land?

Pace of construction of homes on NHS land (1)

[The Mayor](#)

Last updated: 22 October, 2019

The GLA does not collect this data. The Government's Public Sector Progress Report, May 2019, shows progress on sites sold through the previous programme (2011 – 2015) and current programme (up to end of March 2018) for Department of Health and Social Care sites in London. Where data is available, this indicates the quickest time from grant of planning consent to start on site was nine months and the longest was three years and 11 months.

Pace of construction of homes on NHS land (2)

Question No: 2019/20022

[Onkar Sahota](#)

How many homes on ex NHS land have started construction in London?

Pace of construction of homes on NHS land (2)

[The Mayor](#)

Last updated: 22 October, 2019

The GLA does not collect this data. Based on information in the Government's Public Sector Progress Report, May 2019 (see Mayor's Question 2019/20021) there were 161 homes started but not completed and 1,160 home completed.

School streets

Question No: 2019/20023

[Onkar Sahota](#)

Do you plan to expand School Streets to other boroughs in addition to Greenwich, Westminster, and Hackney?

School streets

[The Mayor](#)

Last updated: 22 October, 2019

I support the expansion of School Streets (timed road closures around schools). My officers have been working with Public Health England, London Councils and other partners to pilot School Superzones - healthy zones in the 400m around schools. School Streets is one example of the kind of intervention that could be implemented to create healthier environments within School Superzones.

Most schools are located on borough roads and will need to work with local authorities to implement School Streets. The London Borough of Hackney has produced guidance to help other boroughs to do this <https://news.hackney.gov.uk/hackney-council-launches->

nationwide-blueprint-to-ban-traffic-outside-schools/ and I would encourage all boroughs to support these initiatives in their area.

Vision Zero Action Plan

Question No: 2019/20024

[Navin Shah](#)

Thank you for your reply to MQ 2019/3997. Can you please explain how data on road use by horse riders and drivers is compiled to enable appropriate decision-making on road improvements which may benefit or disadvantage them, and who are the statutory consultees?

Answer for Vision Zero Action Plan

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

LLDC Transition

Question No: 2019/20025

[Navin Shah](#)

When do you expect to publish information on what the LLDC Transition will look like?

LLDC Transition

[The Mayor](#)

Last updated: 22 October, 2019

The LLDC Board and staff are currently working on developing the transition strategy, in close partnership with the four neighbouring boroughs. I expect the strategy to be presented to me by March 2020, following my review this will then be shared publicly.

LLDC Income (1)

Question No: 2019/20026

[Navin Shah](#)

The LLDC Quarterly Corporate Performance Report for January to March 2019 says there is a, "Risk relating to capital and revenue income". Can you outline what the risk is and what the mitigations are?

LLDC Income (1)

[The Mayor](#)

Last updated: 22 October, 2019

LLDC expects to derive significant future capital receipts from the disposal of land and property on Queen Elizabeth Olympic Park. These anticipated receipts are subject to risks inherent to the real estate sector, such as changes in market demand and house prices.

LLDC's revenue income is derived from a number of sources, including its venues and attractions and the Fixed Estate Charge (FEC). These sources of income are subject to risks such as customer/user demand and the changes to LLDC's development programmes (which can affect the timing of FEC income).

To help mitigate the above risks LLDC takes a range of actions, including close monitoring of market conditions, close working with the GLA, agreeing a housing strategy and ensuring propositions are attractive to the market and customers/users (in respect of the venues and attractions).

LLDC Income (2)

Question No: 2019/20027

Navin Shah

The LLDC Quarterly Corporate Performance Report for January to March 2019 says the, "trajectory to be operating in a break-even position by 2025 is under pressure due to the impact of the changing housing strategy". What has changed about the housing strategy that is putting pressure on your finances?

LLDC Income (2)

The Mayor

Last updated: 22 October, 2019

The LLDC derives income from a number of external sources including revenue from venues, off and on park properties, as well as from the GLA. A key element of income generated is received from the Fixed Estate Charge (FEC) which is due to grow as homes and businesses are completed on their land. The amount of affordable housing to be delivered on LLDC's remaining three sites (Pudding Mill, Stratford Waterfront and Rick Roberts Way) has been increased to 50 per cent in line with my commitments on affordable housing. Increasing affordable housing decreases the amount of FEC that can be collected. More information on the FEC is available here: <https://www.queenelizabetholympicpark.co.uk/the-park/homes-and-living/fixed-estate-charge>. Additionally, any delays or changes to the profiled delivery of homes on LLDC owned land will impact the timing of FEC receipts.

LLDC Income (3)

Question No: 2019/20028

Navin Shah

When do you expect the LLDC to reach a breakeven financial position? Do you expect the LLDC to be viable in the long term?

LLDC Income (3)[The Mayor](#)

Last updated: 22 October, 2019

Further to the answer provided to Mayor's Question 2019/20029, the GLA is funding LLDC to stimulate the regeneration of their area, delivering a wide range of benefits for Londoners including new homes and jobs. New developments on and around the Park will generate around £200 million of additional council tax and business rates per annum by the end of the 2030s. LLDC will continue to require subsidy to fund their activities. The long-term position is being reviewed as part of the transition strategy that is currently being prepared.

LLDC Income (4)**Question No: 2019/20029**[Navin Shah](#)

Do you expect the various venues on the LLDC to be self-financing in the future?

LLDC Income (4)[The Mayor](#)

Last updated: 22 October, 2019

The aim is to reduce the subsidy required for the venues on the Park as much as possible, however it should be noted that like many public facilities they do require support. As part of the transition planning I share the commitment of LLDC's board that Queen Elizabeth Olympic Park should be treated as a 'great estate' rather than considered piecemeal. This may entail cross subsidy between venues and other sources of income and is being considered as part of the preparation of the transition strategy.

LLDC housing (1)**Question No: 2019/20030**[Navin Shah](#)

Can you provide an update on the LLDC housing development delivery of 24,000 homes by 2031?

LLDC housing (1)[The Mayor](#)

Last updated: 22 October, 2019

London Legacy Development Corporation (LLDC)'s adopted Local Plan sets out an expectation of 24,000 homes to be delivered within the Legacy Corporation area by 2031. This target has been revised with the publication of the Draft Revised Local Plan, which anticipates that 33,000 homes are to be delivered by 2036. By the end of the year, 9,973 homes are expected to have already been completed across LLDC's wider area.

Under the adopted Local Plan, LLDC have a target of 1,471 housing completions per year. Between 2014 and 2018, 7,716 homes were completed – or 105% of the target for this period.

LLDC housing (2)

Question No: 2019/20031

[Navin Shah](#)

The LLDC Corporate Performance Report says there is a “Risk relating to future housing development delivery”. Can you outline what the risk is and what the mitigations are?

LLDC housing (2)

[The Mayor](#)

Last updated: 22 October, 2019

LLDC’s plans include delivery of housing developments (with mixed use and community facilities) on LLDC land at Pudding Mill Lane, Rick Roberts Way, Stratford Waterfront and Hackney Wick. As with all housing development of this scale across London there are risks relating to the wider financial and political climate. These include Brexit (which impacts on the cost and availability of labour and materials in particular) and changes to market demand and house prices, all of which impact on the timing of delivery and level of housing receipts.

To mitigate against this, LLDC are working closely with my housing team to deliver a housing strategy in line with my policy requirements, that ensures optimal delivery structures are agreed for each development and attractive opportunities are presented to the market to stimulate interest from developers. It will also ensure market conditions are understood and monitored and that all relevant stakeholders, including relevant local boroughs, landowners and local residents are engaged.

LLDC housing (3)

Question No: 2019/20032

[Navin Shah](#)

In 2018 the LLDC said that 29% of the housing on the park was affordable, while 26% across the whole LLDC area was. What are the latest figures?

LLDC housing (3)

[The Mayor](#)

Last updated: 22 October, 2019

Between 2014 and 2018, 7,716 homes have been completed across LLDC’s wider planning area. Of these, 1,841 homes are affordable. Currently around 4,500 new homes are under construction of which 2,257 homes are expected to be completed by the end of the year,

including 417 affordable units. This is 23 per cent of total housing delivery being affordable between 2014 and 2019.

There are a number of factors, including implementation of historic planning permissions e.g. Sugar House Island, which affect the provision of affordable housing to date. From 2017 schemes which have been granted approval are generally achieving at least 35 per cent affordable housing in accordance with my affordable housing policy and guidance.

On the Park, 3,765 homes have been completed (including East Village) since 2014. Of these, 1,481 are affordable – 39 per cent of total housing delivery. This includes 466 homes at Chobham Manor, one of two LLDC neighbourhoods which are now on site. Once complete, Chobham Manor and East Wick and Sweetwater will deliver around 30 per cent affordable housing. I have also stepped in to ensure that 50 per cent affordable housing can be provided across the three remaining legacy sites – Stratford Waterfront, Pudding Mill Lane and Rick Roberts Way.

LLDC housing (4)

Question No: 2019/20033

[Navin Shah](#)

What is the LLDC target for low cost rent in the current local plan? And what levels of low-cost rent have been achieved to date on the park and wider LLDC area?

LLDC housing (4)

[The Mayor](#)

Last updated: 22 October, 2019

As set out in the current local plan, affordable housing will be maximised on sites capable of providing ten units or more, broken down as 60 per cent Affordable Rent and Social Rent (Low Cost Rented Housing) and 40 per cent Intermediate.

As part of the Stratford Waterfront planning consent, Stratford Waterfront, Pudding Mill Lane and Rick Roberts Way form part of a portfolio of sites, across which 50 per cent affordable housing is to be provided. The tenure split across the three sites is 30 per cent as Low Cost Rented Housing and the remainder as Intermediate Housing.

Across the wider LLDC area of the total delivered affordable homes, including those anticipated to be completed by the end of the year, 50 per cent of homes are Affordable Rent and Social Rent (Low Cost Rented Housing), and 50 per cent Intermediate.

East Bank**Question No: 2019/20034**[Navin Shah](#)

How concerned are you about the corporate risks and issues to the project, that have been identified by the LLDC Audit Committee?

East Bank[The Mayor](#)

Last updated: 22 October, 2019

While there are inherent risks in any major construction project - not least because of current challenges in the construction market and the uncertainty around Brexit - LLDC have a three-line assurance process to seek to identify risks and issues early with the East Bank project so that mitigating actions can be taken. There is close working between LLDC and Mace, the construction managers on the project, as well as regular analysis of costs and risks with external assurance support as required, and an independently chaired risk and assurance board that monitors progress.

Adult skills devolution**Question No: 2019/20037**[Fiona Twycross](#)

What progress has been made with the Government regarding further devolution to adult skills and education?

Adult skills devolution[The Mayor](#)

Last updated: 22 October, 2019

I published *Skills for Londoners: A Call for Action (Keeping the Capital Skilled for the UK)* with London Councils on 16 September 2019. The *Call for Action* sets out London government's case for a new devolution and funding deal to allow the boroughs and I to establish an integrated, properly funded skills and employment system that can meet the city's challenges now and in the future.

The proposals, which build on the successful devolution of the Adult Education Budget, have strong support from London's businesses, learning providers, trade unions and community groups.

I have sent the *Call for Action* to the Secretaries of State for Education and Housing, Communities and Local Government and I have invited them to meet to discuss the recommendations.

I will also be discussing further devolution of skills and employment with my counterparts at the next meeting of the M9 group of directly-elected Mayors in England.

Adult Education Budget (1)**Question No: 2019/20038**[Fiona Twycross](#)

How many Londoners experiencing in-work poverty and earning below the London Living Wage, have been supported by your Adult Education Budget?

Adult Education Budget (1)[The Mayor](#)

Last updated: 22 October, 2019

We will not have a significant data return from all Adult Education Budget (AEB) funded providers until December 2019. We will publish further information on AEB participation after the AEB Mayoral Board meets in February 2020. This timetable is in line with the national statistical release which includes AEB performance data.

Adult Education Budget (2)**Question No: 2019/20039**[Fiona Twycross](#)

How many deaf Londoners are accessing funding to achieve a qualification in British Sign Language?

Adult Education Budget (2)[The Mayor](#)

Last updated: 22 October, 2019

We will not have a significant data return from all Adult Education Budget (AEB) funded providers until December 2019. We will publish further information on AEB participation after the AEB Mayoral Board meets in February 2020. This timetable is in line with the national statistical release which includes AEB performance data.

Adult Education Budget (3)**Question No: 2019/20040**[Fiona Twycross](#)

How many projects will be able to access the £3.75 million funding in the new round of Small Projects and Equipment Fund?

Adult Education Budget (3)[The Mayor](#)

Last updated: 22 October, 2019

Through Round 1 of the Small Projects and Equipment Fund, £3.6 million supported 39 projects. I expect a similar number of projects to be successful through Round 2. The upper limit for the fund has been raised this round, with projects able to apply for up to £300,000

GLA grant - an increase of £100,000 compared to Round 1. This will help support estate improvements and upgrades of a larger scale.

The total funding available has also been increased this round, and the fund has been constructed to be flexible in its ability to support a wider range of project types – whether that be state-of-the-art equipment purchases, larger-scale refurbishments, or even full new-build proposals. We expect a strong blend of bids that span the full range of the fund parameters, from £25,000 to £300,000.

Adult Education Budget (4)

Question No: 2019/20041

[Fiona Twycross](#)

What are the benefits of supporting small projects that deliver inspiring learning environments, from community kitchens to virtual learning spaces for Londoners?

Adult Education Budget (4)

[The Mayor](#)

Last updated: 22 October, 2019

My Small Projects and Equipment Fund, which is part of my Skills for Londoners Capital Fund, invites skills providers to propose capital investments that deliver fit-for-purpose facilities, tailored to meet the needs of learners and industry. These projects can deliver a host of benefits, improving the accessibility and efficiency of learning facilities and enabling the delivery of more employer-responsive curriculums. Improved facilities help elevate the quality and range of provision on offer in London, improve learner satisfaction and support progression to higher levels of technical and vocational study. They also enable learners from a broader range of backgrounds to gain new skills, including learners previously or at risk of becoming NEET (not in employment, education or training), as well as learners with Special Educational Needs and Disabilities (SEND) and BAME learners, offender learners, parents and carers.

Self-employed Londoners

Question No: 2019/20042

[Fiona Twycross](#)

Can you provide an update on the work you are taking to support self-employed Londoners receive the London Living Wage?

Answer for Self-employed Londoners

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Diversity of the Sports Media programme**Question No: 2019/20043**[Fiona Twycross](#)

How will your Diversity of the Sports Media programme be evaluated so that best practice can be shared to encourage more underrepresented groups into journalism?

Diversity of the Sports Media programme[The Mayor](#)

Last updated: 22 October, 2019

I am delighted the GLA, as part of our EURO 2020 engagement activities, has joined forces with the Black Collective of Media in Sport (BCOMS) to provide the Diversification of the Sports Media Programme. This programme is a unique opportunity to identify, support and develop the next generation of sports writers and broadcasters from all backgrounds and to help to ensure the sports media industry is more reflective of modern Britain.

As part of the programme, industry opportunities and employment support will be provided to the cohort. BCOMS will monitor the take-up of these opportunities to ensure the goal of 20 work placements/internships/jobs in sports media within 6 months is achieved.

In addition to achieving this goal, I have commissioned a monitoring and evaluation agency to independently assess the impact of my sports programmes. These providers will work closely with BCOMS to evaluate the impact of the programme and provide a full report to share learnings within the sector.

SEND in schools**Question No: 2019/20044**[Fiona Twycross](#)

A report from London Councils has found that "A significant number of schools across London are engaging in poor admissions practice to informally exclude [SEND] pupils from even starting at their school". What can you do to support local councils in tackling this issue?

SEND in schools[The Mayor](#)

Last updated: 22 October, 2019

Refusing or resisting admission to children whose special educational needs could be accommodated is unacceptable and unlawful. I applaud London Councils for highlighting this issue and will support them by continuing to advocate for inclusion, and by challenging poor practice.

Earlier this year I highlighted the issue of schools 'off-rolling' young people with SEND in my London Post-16 SEND Review and called on the Prime Minister to reverse damaging

cuts to early intervention services and give schools the resources they need to support young people.

I am supporting schools to improve and share inclusive practice through the Schools for Success programme, which identifies schools that are supporting low prior attaining pupils effectively and are willing to share learning. This has included convening the London education community to share SEND expertise at a GLA and Whole School SEND seminar on 14 October, which had a focus on providing the right early support for SEND pupils and reducing the risk of exclusion.

Nurse shift patterns

Question No: 2019/20045

[Fiona Twycross](#)

Will your London Workforce Board consider the recommendations of Timewise's pilots which introduced a team-based approach to the roster, giving nurses greater control of their working patterns, and extend this to London?

Nurse shift patterns

[The Mayor](#)

Last updated: 22 October, 2019

I understand that NHS England and NHS Improvement has a 'clinical productivity programme' which focuses on supporting clinical staff to spend time with patients and service users rather than on non-clinical work. This includes the use of technology and rostering systems. They will consider any evidence which helps achieve more time to provide care. Please send the information to Jane Clegg, Director of Nursing & Deputy Regional Chief Nurse, NHS England and NHS Improvement London.

Pollution and Ash Grove Bus Depot

Question No: 2019/20047

[Jennette Arnold OBE](#)

Kings College London's London Air Map shows that the area around the Ash Grove Bus Depot fails the annual mean pollution objectives. Please list the work being done by TfL in the short term to make this area less polluted and to protect the health of my constituents.

Answer for Pollution and Ash Grove Bus Depot

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Noise Pollution and Ash Grove Bus Depot**Question No: 2019/20048**[Jennette Arnold OBE](#)

My constituents report significant overnight noise caused by vehicles and staff at Ash Grove Bus Depot. Please list the steps TfL will be taking to ensure that it is a good neighbour and reduces this disturbance.

Answer for Noise Pollution and Ash Grove Bus Depot[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Bus Changes and Public Transport Access in Hackney**Question No: 2019/20049**[Jennette Arnold OBE](#)

Recent cuts and changes to bus routes including the 48, 242 and 277 in Hackney have left a 10-25 percent reduction in service frequency across the borough. How do you intend to make sure my constituents in Hackney are able to continue accessing public transport rather than having to rely on private vehicles?

Answer for Bus Changes and Public Transport Access in Hackney[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

User Capacity at Hackney Central Station**Question No: 2019/20050**[Jennette Arnold OBE](#)

How many users does Hackney Central Station have capacity for at peak times?

Answer for User Capacity at Hackney Central Station[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Users of Hackney Central at Peak Times**Question No: 2019/20051**[Jennette Arnold OBE](#)

How many users currently travel through Hackney Central Station (including using the Walking Route from Hackney Downs Station) at peak times?

Answer for Users of Hackney Central at Peak Times[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

205 Bus Route**Question No: 2019/20052**[Jennette Arnold OBE](#)

The changes to the 205 bus route are impacting unfairly on my constituents. They report that: Marylebone Underground Station has no step-free access; there is only one bus service operating at the station; a person with limited mobility exiting the station and wanting to travel west by bus has to cross Marylebone Road on foot to connect with a service; the No 2 bus terminates at Marylebone and its journey takes users only south, not north, east or west; and the 453 terminus is not at Marylebone. Please explain either how you will rectify these issues or when you will reinstate the original 205 route.

Answer for 205 Bus Route[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Pedestrian Safety at Wick Rd/A12 Junction**Question No: 2019/20053**[Jennette Arnold OBE](#)

Constituents have raised issues of pedestrian safety around the Wick Rd / A12 Northbound junction. Please detail when this will be investigated and what the likely outcomes of this investigation might be.

Pedestrian Safety at Wick Rd/A12 Junction[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) is aware of concerns from pedestrians crossing the northbound slip road to the A12 along Wick Road, and I understand TfL officers are arranging a site meeting to discuss this with you.

Whilst thankfully no one has been killed or seriously injured in the last 36 months, TfL acknowledges that the alternative route for pedestrians to cross the road via a signal controlled crossing is more convoluted. TfL will undertake an assessment of demand, risk, options, and costs by the end of 2020 to investigate whether a proposal is feasible and should be progressed.

Tackling Bullying of EU Citizens at School

Question No: 2019/20054

[Jennette Arnold OBE](#)

I am extremely worried by reports

(<https://www.theguardian.com/society/2019/aug/22/xenophobic-bullying-souring-lives-of-east-european-pupils-in-uk>) that some EU children are experiencing increased xenophobic bullying since the Brexit referendum. How do your programmes, including Schools for Success, Healthy Schools London and Teach London combat bullying and discrimination?

Tackling Bullying of EU Citizens at School

[The Mayor](#)

Last updated: 22 October, 2019

It is very disturbing that this research found that 77 per cent of EU background pupils surveyed said they had suffered racism, xenophobia or bullying, and that of these 49 per cent said the attacks had become more frequent since the EU referendum. Amongst the uncertainty over our exit from the EU, it is more important than ever that our school environments are safe places for young people to discuss concerns, explore different opinions, and to celebrate the diversity which is our greatest asset.

In my recent letter to all London headteachers – including those involved in my Schools for Success and Teach London programmes – I highlighted National Hate Crime Awareness week and asked schools to join me in making the most of this opportunity to kick-start a year of action against prejudice and hate. As part of my Healthy Schools London programme, schools must meet a set of criteria relating to anti-bullying. These include nominated staff who are responsible for emotional wellbeing and mental health, having an anti-bullying/behaviour policy, and embedding emotional wellbeing and mental health including anti-bullying into the curriculum.

Assessing the Effectiveness of London Family Fund

Question No: 2019/20055

[Jennette Arnold OBE](#)

What metrics will you use to assess the effectiveness of the London Family Fund?

Assessing the Effectiveness of London Family Fund

[The Mayor](#)

Last updated: 22 October, 2019

GLA's City Intelligence Unit is conducting a full evaluation of each year of the London Family Fund, including qualitative interviews with families and project leads. The evaluation will measure:

- 1) the number of families engaged in the programme and their demographics;
- 2) the number of families that form new relationships and networks with other parents in their local areas; and
- 3) the reduction in their social isolation and loneliness.

The interim year-one evaluation has shown some early signs of success of the programme, with families reporting new relationships forming, increased sense of local belonging and reduced social isolation. The full evaluation will be available later this year.

Following Up with Secondees of Citizen Integration Initiative

Question No: 2019/20056

[Jennette Arnold OBE](#)

How do you follow up with secondees on the Citizenship Integration Initiative to best equip them to sustain their learnings for the benefit of Londoners?

Following Up with Secondees of Citizen Integration Initiative

[The Mayor](#)

Last updated: 22 October, 2019

The Citizenship and Integration Initiative (CII) has brought experts from a wide range of civil society organisations to City Hall to work on the shared aim of making London a more socially integrated city. As well as allowing us to draw on secondees' expertise, the initiative has provided participants with invaluable policy experience that will stand them in good stead once their secondments end.

We held an event for civil society organizations this month to share lessons from the initiative's independent evaluation. The evaluators spoke to secondees, their seconding organisations, funders, and the GLA; whilst attendees at the event were able to hear directly from former secondees. We continue to engage with former secondees to help us understand how the initiative can be further improved to support partners in their work.

We will continue to involve civil society partners in discussions around potential next steps and priorities for the initiative so that any future work is able to benefit even more Londoners.

London Ambitions and Careers Advice for Young Londoners

Question No: 2019/20059

[Jennette Arnold OBE](#)

Trust for London recently recommended (<https://www.trustforlondon.org.uk/publications/self-made-sector-working-creative-industries/>) a new careers advice and guidance strategy to support young Londoners in the creative sphere. Does London Ambitions meet this ask, and how do you respond?

London Ambitions and Careers Advice for Young Londoners

[The Mayor](#)

Last updated: 22 October, 2019

Following London Ambitions, I launched the Careers for Londoners action plan in 2018. As part of this, I called for devolution of careers advice services to establish a London Careers Service for Londoners of all ages that is fully integrated with London boroughs and local services to support schools and residents.

Next year, I will publish a suite of new careers resources, including films for schools and colleges. The films shine a light on the huge range of jobs in the creative industries and feature diverse young Londoners employed in them to inspire others. These resources will link to national careers strategies including the new Discover Creative Careers website. The website will bring together industry-wide careers information; a UK-wide creative careers programme to reach 60,000 students directly; and a new Discover Creative Careers Week.

These resources will be disseminated in London schools through the London Enterprise Adviser Network (where 23 per cent of volunteers are from the creative industries) and via the London Curriculum.

Update on Adult Education Budget (AEB)

Question No: 2019/20068

[Jennette Arnold OBE](#)

Please provide an update on the rollout of the AEB.

Update on Adult Education Budget (AEB)

[The Mayor](#)

Last updated: 22 October, 2019

I became responsible for delivering London's share of the Adult Education Budget (AEB) on 1 August 2019.

We have successfully entered into 106 grants and 29 contracts with providers to deliver education and training for adults aged 19 and above in the 2019/20 academic year.

In September 2019, I launched my £6.4m Skills for Londoners Innovation Fund to support activity that meets my priorities for education and skills, demonstrates innovation and

delivers tangible outcomes. The deadline for applications is 10 December 2019 and funding decisions will be made in early 2020.

Following consultation with the sector through the Skills for Londoners Framework, policy changes for the 2020/21 Academic Year 2 and beyond are being developed to ensure the AEB continues to be more responsive to London's needs. The results of the consultation will be published later this year.

Disabled Londoners and Sport Unites

Question No: 2019/20069

[Jennette Arnold OBE](#)

Thank you for your answer to question 2019/17561 on Sport Unites. I am pleased to hear that you have 18 projects specifically engaging with disabled Londoners. What are these projects and how are you ensuring that target communities are able to access them?

Answer for Disabled Londoners and Sport Unites

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Teach London and Recruiting Teachers

Question No: 2019/20070

[Jennette Arnold OBE](#)

The Sutton Trust recently reported (<https://www.suttontrust.com/research-paper/teacher-recruitment-gap/>) on the difficulties that schools in disadvantaged areas experience in recruiting the best teachers, compared to schools in wealthier areas. How does Teach London alleviate this problem?

Teach London and Recruiting Teachers

[The Mayor](#)

Last updated: 22 October, 2019

Teach London supports teacher recruitment and retention, particularly promoting initial teacher training opportunities across London. It highlights the benefits of training to be a teacher in London and the city-wide opportunities available through City Hall to help schools recruit and retain teachers.

Our London research (www.nfer.ac.uk/teacher-supply-retention-and-mobility-in-london) did not find a particular problem to recruit teachers in London's disadvantaged areas. It found that the high cost of housing is the most important factor in teachers leaving London. The Teach London web pages set out the work I am doing to make it easier and more affordable to teach and live in London. www.london.gov.uk/teach-london

Over the next six months Teach London will focus on recruitment and retention of Black, Asian and minority ethnic (BAME) teachers as they are substantially under-represented in the profession compared to London's pupil population.

Teachers Benefitting from Teach London

Question No: 2019/20071

[Jennette Arnold OBE](#)

How many teachers have benefited from Teach London?

Teachers Benefitting from Teach London

[The Mayor](#)

Last updated: 22 October, 2019

We promote Teach London to schools and teacher training providers who have the key relationship with prospective teachers. Developed in partnership with London's teaching schools, the Teach London website provides the education sector with a set of resources and positive messaging about starting and developing a teaching career in London. It also promotes local recruitment fairs and links to teaching jobs in London boroughs. The breadth of the campaign, and the fact that it is targeted at those considering a career in teaching, means it is not possible to put a figure on how many have benefitted.

Later this month I will be sending a video message and e-bulletin welcoming all this year's newly qualified teachers in our London schools. I urge them to make the most of support from City Hall which can help make their first year of teaching a success – from the London Curriculum to my London Scientist and Healthy Schools London programmes.

Assessing the Effectiveness of Teach London

Question No: 2019/20072

[Jennette Arnold OBE](#)

What metrics do you use to assess the effectiveness of Teach London?

Assessing the Effectiveness of Teach London

[The Mayor](#)

Last updated: 22 October, 2019

Teach London is a focused campaign which was designed with London's teaching schools to support boroughs and schools in the recruitment and retention of teachers in the capital, and to supplement the level of support they were receiving from central government. My team assesses the effectiveness of the campaign through ongoing engagement with stakeholders such as the Teaching Schools sub-regional networks in London and the Pan-London Initial Teacher Training group.

Leaders Accessing Get Ahead London**Question No: 2019/20073**[Jennette Arnold OBE](#)

How many leaders has Getting Ahead London accessed?

Leaders Accessing Get Ahead London[The Mayor](#)

Last updated: 22 October, 2019

Getting Ahead London helps create the capital's next generation of senior school leaders and headteachers.

Since launching in 2016 Getting Ahead London has supported 220 senior leaders, across every London borough. The middle leader pilot this year has 24 participants. The programme has met its annual target of participants for the first three years. This year the programme accepted 12 more participants than planned due to high demand.

Across all four years over 40 per cent of participants have been from a non-White British background and women have represented around two-thirds of each year's cohort.

Assessing Effectiveness of Getting Ahead London**Question No: 2019/20074**[Jennette Arnold OBE](#)

What metrics do you use to assess the effectiveness of Getting Ahead London?

Assessing Effectiveness of Getting Ahead London[The Mayor](#)

Last updated: 22 October, 2019

In each of the first two years of the Getting Ahead London programme a quarter of participants were promoted to Headship. A further 10 per cent in each year received some other promotion. So far, 11 per cent of the cohort who finished the programme in July 2019 have been promoted to Headship and a further 18 per cent have had a promotion. Programme level evaluation each year has shown high completion rates and high numbers of participants reporting increased confidence and skills to support their career development.

The impact of the programme is measurable not only in the proportion of participants progressing quickly to Headship, but also in the significant positive changes in their knowledge and understanding of what it means to be the head of a London school. Coaches on the programme have reported an increased commitment to give back to the school system by sharing their expertise.

Exclusions**Question No: 2019/20075**

Jennette Arnold OBE

It is good to see you taking seriously the problem of school exclusions in London. How are your programmes tackling off-rolling?

Exclusions

The Mayor

Last updated: 22 October, 2019

I recognise that as well as too many children being excluded, too many young Londoners are going missing from the school roll. That's why my Violence Reduction Unit is developing a programme of work to support the young people most at risk, including: support with transition to secondary school and taking a whole school approach to creating nurturing environment where all children can learn and progress. I am also supporting young people outside of the school system through my £45m Young Londoners Fund.

A lack of public data means that there are no accurate figures on off-rolling or managed moves. I welcome the research from the Education Policy Institute which interrogates available data. Their updated October 2019 publication found as many as 1 in 10 pupils out of the national cohort who sat their GCSE in 2017 experienced an 'unexplained exit' at some point during their secondary school career. <https://epi.org.uk/publications-and-research/unexplained-pupil-exits-data-multi-academy-trust-local-authority/> Access to more information will help local authorities monitor and challenge schools who are illegally or inappropriately removing children from their roll. I am pleased that Ofsted is tackling off-rolling through its inspections and in May 2019, I asked Her Majesty's Chief Inspector to consider undertaking a deep dive into managed moves in London. My team is currently discussing with Ofsted whether they can share London data from the national research they are planning on managed moves.

Increase in Section 60 Stop + Search Use**Question No: 2019/20076**

Jennette Arnold OBE

Is the Mayor shocked to learn that Section 60 stop and search figures have increased by over 2400% in 2 years? How is this justified?

Answer for Increase in Section 60 Stop + Search Use

The Mayor

Last updated: 22 October, 2019

Officers are drafting a response

Increase in Section 60 Stop + Search Use

The Mayor

Last updated: 22 October, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Evaluation of the Early Years Hub Pilot

Question No: 2019/20077

[Jennette Arnold OBE](#)

The Mayor has established an Early Years Hub pilot (in Barnet, Newham and Wandsworth and Merton) to improve access to high-quality early education for London's less advantaged families. The pilot is due to finish in December 2020. How will the pilot be robustly evaluated to determine whether the initiative should be scaled up to other London Boroughs?

Evaluation of the Early Years Hub Pilot

[The Mayor](#)

Last updated: 22 October, 2019

In 2018, the GLA appointed an external evaluator to evaluate the work of the three early years hubs. The evaluator, Diane Dixon Associates, has been working closely with the hubs to assess their impact and the overall success of the hub model. They will publish a final report of their findings in the spring of 2021. They will also work with the hubs and the GLA to produce an online toolkit which will help share learning from the programme.

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Carbon monoxide poisoning (1)

Question No: 2019/19927

Andrew Dismore

Please could you provide the number of incidents of carbon monoxide poisoning in London for 2015/16, 2016/17, 2017/18 and 2018/19. Please could you break the figures down by borough?

Borough	2015/16		2016/17		2017/18		2018/19		Total	Total
	Incidents	Injuries	Incidents	Injuries	Incidents	Injuries	Incidents	Injuries	Incidents	Injuries
Barking and Dagenham	21	3	21	8	22	3	27	5	91	19
Barnet	37	0	39	1	32	5	33	3	141	9
Bexley	16	0	14	1	25	0	25	0	80	1
Brent	32	0	38	0	45	1	48	2	163	3
Bromley	27	3	26	0	24	1	32	1	109	5
Camden	22	0	19	3	36	1	33	0	110	4
City of London	2	0	1	1	3	0	3	0	9	1
Croydon	36	3	51	3	45	1	52	2	184	9
Ealing	33	3	43	4	49	8	46	1	171	16
Enfield	27	0	34	0	31	2	32	3	124	5
Greenwich	26	5	29	0	36	0	30	2	121	7
Hackney	31	1	52	0	57	0	52	7	192	8

Hammersmith and Fulham	18	3	28	2	32	1	36	0	114	6
Haringey	22	0	23	2	33	0	34	2	112	4
Harrow	22	0	33	3	23	2	19	6	97	11
Havering	23	3	18	2	19	1	25	0	85	6
Hillingdon	13	0	26	0	20	0	32	0	91	0
Hounslow	11	0	22	0	14	0	17	3	64	3
Islington	26	1	23	3	19	0	26	9	94	13
Kensington and Chelsea	23	0	21	4	27	5	24	4	95	13
Kingston upon Thames	12	2	14	0	13	0	23	1	62	3
Lambeth	52	0	53	3	50	0	61	7	216	10
Lewisham	34	1	33	2	41	4	55	2	163	9
Merton	16	0	19	0	15	3	17	0	67	3
Newham	26	0	60	4	44	1	53	3	183	8
Redbridge	19	0	27	7	23	0	18	0	87	7
Richmond upon Thames	8	0	22	0	17	0	13	3	60	3
Southwark	21	0	33	0	25	2	35	0	114	2
Sutton	9	0	7	0	9	0	14	0	39	0
Tower Hamlets	28	0	27	6	35	0	36	0	126	6

Waltham Forest	35	0	27	1	33	2	27	9	122	12
Wandsworth	21	3	42	1	26	1	31	0	120	5
Westminster	26	3	31	0	38	0	44	0	139	3
Total	775	34	956	61	961	44	1053	75	3745	214

Appendix for: Homes for later living (1)
Question No: 2019/20008
Onkar Sahota

Table 1. LDD data on specialist older persons dwellings 2012 onwards- Approvals								Total
Time period	2012	2013	2014	2015	2016	2017	2018	2012-2018
Borough								
Barking and Dagenham	0	0	0	0	0	0	0	0
Barnet	0	16	0	4	32	0	0	52
Bexley	0	47	0	100	74	0	0	221
Brent	0	0	0	0	0	141	0	141
Bromley	0	0	0	48	0	0	1	49
Camden	0	0	0	91	38	0	0	129
City of London	0	0	0	0	0	0	0	0
Croydon	0	0	0	7	75	40	0	122
Ealing	0	0	0	0	0	-37	0	-37
Enfield	0	0	0	0	0	11	0	11
Greenwich	0	37	133	0	0	0	0	170
Hackney	0	0	29	0	0	0	0	29
Hammersmith and Fulham	0	0	0	0	0	0	0	0
Haringey	0	0	54	0	0	0	0	54
Harrow	0	0	0	115	29	132	56	332
Havering	0	3	2	16	9	0	0	30
Hillingdon	0	25	50	0	0	0	10	85
Hounslow	0	0	36	43	94	17	0	190
Islington	0	0	0	25	0	0	0	25
Kensington and Chelsea	0	0	0	20	0	0	-7	13
Kingston upon Thames	0	0	0	0	0	0	0	0
Lambeth	0	0	52	0	65	0	66	183
Lewisham	0	0	60	0	53	0	0	113
Merton	0	0	20	0	9	0	0	29
Newham	0	0	0	0	0	0	0	0
Redbridge	0	0	0	0	0	0	0	0
Richmond upon Thames	0	0	0	0	0	0	17	17
Southwark	0	0	0	0	0	0	0	0
Sutton	40	57	12	107	0	32	1	249
Tower Hamlets	0	0	11	0	28	0	0	39
Waltham Forest	0	45	0	20	0	0	1	66
Wandsworth	46	0	0	0	13	94	54	207
Westminster	0	0	0	14	36	-65	0	-15
Total	86	230	459	610	555	365	199	2,504

Source: London Development Database

All figures are net conventional (C3) housing

To qualify occupancy must be limited to people aged 55 or over. The level of care may vary.

Extra care housing is only included where an age restriction (55 years+) is specified.

Table 2. LDD data on specialist older persons dwellings 2012 onwards- Completions								Total
Time period	2012	2013	2014	2015	2016	2017	2018	2012-2018
Borough								
Barking and Dagenham	0	0	0	0	0	0	0	0
Barnet	0	0	0	0	0	32	16	48
Bexley	0	0	0	0	0	50	124	174
Brent	0	0	0	0	0	0	0	0
Bromley	0	0	0	0	0	0	49	49
Camden	0	0	0	0	0	0	0	0
City of London	0	0	0	0	0	0	0	0
Croydon	0	0	0	0	0	0	63	63
Ealing	0	0	0	0	0	0	3	3
Enfield	0	0	0	0	0	0	0	0
Greenwich	0	0	0	67	0	0	0	67
Hackney	31	0	0	0	0	29	0	60
Hammersmith and Fulham	0	0	0	0	0	0	0	0
Haringey	0	0	0	0	52	0	0	52
Harrow	0	0	0	0	2	49	60	111
Havering	0	0	5	0	0	9	0	14
Hillingdon	68	0	0	0	25	0	0	93
Hounslow	0	0	0	0	36	43	0	79
Islington	0	0	0	0	0	0	25	25
Kensington and Chelsea	0	0	0	0	0	0	0	0
Kingston upon Thames	0	0	0	0	0	0	0	0
Lambeth	0	0	0	0	0	0	0	0
Lewisham	0	0	0	60	0	0	0	60
Merton	0	18	0	0	0	0	0	18
Newham	0	0	0	0	0	0	0	0
Redbridge	0	0	0	0	0	0	0	0
Richmond upon Thames	0	0	0	0	0	0	0	0
Southwark	0	0	0	0	0	0	0	0
Sutton	0	0	97	12	0	57	52	218
Tower Hamlets	0	0	0	29	-18	0	0	11
Waltham Forest	0	0	0	45	0	20	0	65
Wandsworth	0	0	0	124	0	0	0	124
Westminster	0	0	0	0	0	0	0	0
Total	99	18	102	337	97	289	392	1,334

Source: London Development Database

All figures are net conventional (C3) housing

To qualify occupancy must be limited to people aged 55 or over. The level of care may vary.

Extra care housing is only included where an age restriction (55 years+) is specified.

Trains per Peak Hour Jubilee Line - July to September 2019 (Canary Wharf)

Date	Eastbound		Westbound	
	AM	PM	AM	PM
Monday 01/07/2019		30	30	30
Tuesday 02/07/2019		30	30	30
Wednesday 03/07/2019		31	30	29
Thursday 04/07/2019		29	30	30
Friday 05/07/2019		30	30	30
Monday 08/07/2019		30	30	30
Tuesday 09/07/2019		30	24	30
Wednesday 10/07/2019		30	30	29
Thursday 11/07/2019		30	30	30
Friday 12/07/2019		30	30	30
Monday 15/07/2019		30	30	30
Tuesday 16/07/2019		30	30	30
Wednesday 17/07/2019		30	30	30
Thursday 18/07/2019		30	30	30
Friday 19/07/2019		30	30	30
Monday 22/07/2019		29	30	30
Tuesday 23/07/2019		30	30	30
Wednesday 24/07/2019		30	30	30
Thursday 25/07/2019		30	30	28
Friday 26/07/2019		30	29	30
Monday 29/07/2019		30	30	30
Tuesday 30/07/2019		20	29	22
Wednesday 31/07/2019		18	30	21
Thursday 01/08/2019		32	31	31
Friday 02/08/2019		30	30	30
Monday 05/08/2019		30	29	30
Tuesday 06/08/2019		29	30	27
Wednesday 07/08/2019		30	31	30
Thursday 08/08/2019		30	17	30
Friday 09/08/2019		30	30	30
Monday 12/08/2019		30	31	30
Tuesday 13/08/2019		29	30	30
Wednesday 14/08/2019		28	30	26
Thursday 15/08/2019		30	30	30
Friday 16/08/2019		30	30	30
Monday 19/08/2019		30	30	30
Tuesday 20/08/2019		30	30	30
Wednesday 21/08/2019		30	30	30
Thursday 22/08/2019		30	30	28
Friday 23/08/2019		30	30	30
Tuesday 27/08/2019		30	14	30
Wednesday 28/08/2019		30	30	29
Thursday 29/08/2019		31	31	29
Friday 30/08/2019		29	29	29

Monday 02/09/2019	30	31	30	30
Tuesday 03/09/2019	30	30	30	32
Wednesday 04/09/2019	30	27	30	29
Thursday 05/09/2019	29	30	30	30
Friday 06/09/2019	30	30	30	30
Monday 09/09/2019	30	30	30	30
Tuesday 10/09/2019	31	30	30	30
Wednesday 11/09/2019	30	30	30	30
Thursday 12/09/2019	30	30	30	30
Friday 13/09/2019	31	30	31	27
Monday 16/09/2019	30	30	30	30
Tuesday 17/09/2019	30	30	30	30
Wednesday 18/09/2019	30	30	30	30
Thursday 19/09/2019	30	30	30	30
Friday 20/09/2019	30	30	30	30
Monday 23/09/2019	30	30	30	30
Tuesday 24/09/2019	29	29	28	30
Wednesday 25/09/2019	31	30	30	30
Thursday 26/09/2019	30	30	30	27
Friday 27/09/2019	28	29	30	28
Monday 30/09/2019	30	30	30	30

Station (LU unless specified)	Date	Duration (mins)
TURNPIKE LANE	13/10/14	147
KENNINGTON	26/02/15	18
CANNING TOWN	15/07/15	102
WEST HAM	24/07/15	22
WEST HAM	14/08/15	31
MAIDA VALE	28/12/15	76
KINGS CROSS ST. PANCRAS	08/03/16	19
LEWISHAM DLR	11/05/16	Unknown
KENTISH TOWN	08/06/16	44
NORTH HARROW	08/06/16	323
UPMINSTER BRIDGE	12/06/16	51
UPMINSTER BRIDGE	23/06/16	135
TOOTING BROADWAY	23/06/16	260
EMBANKMENT	23/06/16	315
BANK and MONUMENT	23/06/16	32
CANNING TOWN	23/06/16	336
BOROUGH	23/06/16	31
LAMBETH NORTH	23/06/16	657
BALHAM	23/06/16	546
BOROUGH	23/06/16	183
UPMINSTER BRIDGE	23/06/16	43
RUISLIP MANOR	24/06/16	60
UPMINSTER BRIDGE	25/06/16	80
UPMINSTER BRIDGE	25/06/16	241
BAKER STREET	30/06/16	45
ARCHWAY	18/07/16	127
RUISLIP MANOR	15/09/16	243
MANOR HOUSE	16/09/16	61
TURNPIKE LANE	16/09/16	71
OXFORD CIRCUS	22/10/16	44
KENNINGTON	04/11/16	28
HYDE PARK CORNER	08/11/16	115
KENNINGTON	09/11/16	36
UPMINSTER BRIDGE	21/11/16	14
BLACKHORSE ROAD	13/12/16	127
GANTS HILL	02/06/17	326
LEICESTER SQUARE	19/06/17	47
RUISLIP MANOR	18/07/17	186
RUISLIP MANOR	19/07/17	45
MANOR HOUSE	20/07/17	96
BALHAM	30/07/17	280
HIGHBURY & ISLINGTON	09/08/17	88
HEATHROW TERMINAL 4	24/09/17	129
GREEN PARK	31/10/17	9
QUEENSWAY	27/12/17	22
LOUGHTON	03/03/18	101
LEYTONSTONE	03/03/18	140
NORTH HARROW	04/03/18	68
HEATHROW TERMINAL 5	22/04/18	402
EDGWARE ROAD (BAKERLOO)	26/05/18	83
BLACKFRIARS	26/07/18	187
OLD STREET	23/10/18	199
BAKER STREET	16/11/18	44
MAIDA VALE	26/03/19	146
BAKER STREET	14/04/19	20
REGENTS PARK	10/06/19	87
LEICESTER SQUARE	06/07/19	1
GREEN PARK	08/08/19	74
HANGER LANE	09/09/19	117
ST. PAULS	24/09/19	79

STEPNEY GREEN	24/09/19	502
GOLDERS GREEN	01/10/19	65
BARONS COURT	01/10/19	15

Day	Total number of calls received	Waiting times for peak (Sec)	Waiting times for off-peak (Sec)	Average waiting time (Sec)	Number of calls abandoned
01/01/19	215	46	47	47	5
02/01/19	1960	130	643	451	348
03/01/19	2035	435	391	405	317
04/01/19	1798	299	563	470	330
05/01/19	332	26	20	21	9
06/01/19	304	11	21	18	3
07/01/19	2078	142	466	360	307
08/01/19	2074	367	534	481	527
09/01/19	2181	423	454	443	505
10/01/19	2238	333	253	278	392
11/01/19	2014	440	568	527	441
12/01/19	430	17	44	38	18
13/01/19	289	24	24	24	4
14/01/19	2149	232	447	378	302
15/01/19	3029	54	314	214	244
16/01/19	2080	149	221	197	249
17/01/19	2060	223	133	162	173
18/01/19	1875	280	96	153	150
19/01/19	407	32	55	51	30
20/01/19	330	42	29	33	9
21/01/19	2114	81	450	324	263
22/01/19	2223	77	367	271	421
23/01/19	2062	86	324	246	252
24/01/19	2096	165	194	184	202
25/01/19	1907	228	290	270	202
26/01/19	417	206	47	78	31
27/01/19	341	44	18	24	10
28/01/19	2033	405	589	531	367
29/01/19	2137	546	568	562	563
30/01/19	2023	464	350	386	316
31/01/19	2031	298	406	371	251
01/02/19	2112	570	751	695	586
02/02/19	355	28	26	27	14
03/02/19	295	40	43	42	7
04/02/19	2118	209	519	415	308
05/02/19	2104	607	694	670	563
06/02/19	2117	368	203	255	216
07/02/19	2160	261	465	398	298
08/02/19	2077	336	505	452	368
09/02/19	435	42	37	38	19
10/02/19	322	22	14	16	7
11/02/19	2128	481	462	468	382
12/02/19	2154	422	423	422	335
13/02/19	2057	314	419	385	298
14/02/19	2214	379	566	505	418
15/02/19	1918	325	177	222	185
16/02/19	398	27	36	34	14
17/02/19	305	22	12	15	2
18/02/19	2006	165	342	284	179
19/02/19	1891	283	238	252	168
20/02/19	1914	147	133	138	115
21/02/19	2062	208	326	287	219
22/02/19	1826	332	277	295	214
23/02/19	332	12	25	22	10
24/02/19	442	169	26	56	35
25/02/19	2123	264	485	442	331
26/02/19	2011	259	237	244	187
27/02/19	2103	283	393	360	262
28/02/19	2223	393	381	385	312

01/03/19	2096	491	461	469	355
02/03/19	405	28	33	32	16
03/03/19	378	17	22	21	11
04/03/19	2295	77	386	279	403
05/03/19	2175	304	431	390	442
06/03/19	2084	102	260	207	232
07/03/19	2132	171	72	105	118
08/03/19	2044	303	246	264	261
09/03/19	354	30	12	16	9
10/03/19	344	7	25	21	5
11/03/19	2193	94	430	302	362
12/03/19	2126	186	353	299	281
13/03/19	2062	169	115	133	125
14/03/19	2133	169	63	97	145
15/03/19	1983	426	206	273	255
16/03/19	403	31	59	52	30
17/03/19	406	125	34	55	16
18/03/19	2387	301	532	456	565
19/03/19	2079	108	299	233	256
20/03/19	2244	143	176	164	238
21/03/19	2089	462	685	611	455
22/03/19	1835	266	357	328	220
23/03/19	345	40	25	28	17
24/03/19	313	43	14	20	5
25/03/19	2333	140	386	303	404
26/03/19	2124	197	292	260	251
27/03/19	1997	247	175	199	186
28/03/19	1971	250	252	251	206
29/03/19	1897	657	727	707	449
30/03/19	498	23	80	69	32
31/03/19	449	108	56	69	29
01/04/19	2118	317	543	470	336
02/04/19	2215	191	524	412	463
03/04/19	2123	232	190	203	196
04/04/19	2532	270	296	288	377
05/04/19	2063	416	432	427	319
06/04/19	387	38	22	25	5
07/04/19	317	10	13	12	9
08/04/19	2099	320	599	506	349
09/04/19	2270	256	271	266	361
10/04/19	2152	121	173	156	271
11/04/19	2083	98	137	124	106
12/04/19	2102	461	570	537	460
13/04/19	405	18	44	38	21
14/04/19	413	41	29	32	18
15/04/19	2349	315	398	371	402
16/04/19	2147	469	317	362	342
17/04/19	2129	476	538	520	421
18/04/19	1984	299	454	408	333
19/04/19	586	172	30	71	36
20/04/19	366	85	42	52	16
21/04/19	285	95	30	46	24
22/04/19	298	25	63	54	9
23/04/19	2009	549	660	628	304
24/04/19	2002	336	574	492	327
25/04/19	2178	478	522	510	433
26/04/19	2022	421	424	423	295
27/04/19	404	44	25	29	7
28/04/19	334	35	22	25	6
29/04/19	2017	556	644	618	397
30/04/19	1953	657	680	673	396
01/05/19	2257	434	551	515	457

02/05/19	2187	446	596	553	416
03/05/19	2003	274	367	339	293
04/05/19	501	21	19	19	14
05/05/19	339	74	25	38	18
06/05/19	544	86	34	50	24
07/05/19	2217	434	534	503	307
08/05/19	2258	292	490	426	388
09/05/19	2469	305	319	315	251
10/05/19	2051	397	502	473	281
11/05/19	501	16	24	22	12
12/05/19	360	15	31	27	7
13/05/19	2301	228	418	358	277
14/05/19	2071	329	169	221	176
15/05/19	2091	505	590	563	430
16/05/19	2176	343	190	237	244
17/05/19	2545	307	450	405	751
18/05/19	519	46	39	41	30
19/05/19	378	52	25	32	10
20/05/19	2148	385	418	408	321
21/05/19	2118	385	308	331	248
22/05/19	1965	99	188	157	122
23/05/19	2100	180	103	127	92
24/05/19	1879	313	431	397	255
25/05/19	489	34	35	35	20
26/05/19	353	39	16	21	3
27/05/19	357	15	16	16	7
28/05/19	2126	432	647	578	378
29/05/19	2178	339	452	416	362
30/05/19	2218	470	433	443	320
31/05/19	1826	666	759	734	384
01/06/19	480	37	34	34	17
02/06/19	319	20	31	28	8
03/06/19	2257	476	430	443	388
04/06/19	1968	402	194	258	180
05/06/19	1976	327	364	352	292
06/06/19	2163	396	428	418	297
07/06/19	2062	369	428	410	336
08/06/19	477	58	39	44	17
09/06/19	359	66	22	32	12
10/06/19	2179	306	550	470	394
11/06/19	2012	120	109	112	112
12/06/19	2006	134	245	208	152
13/06/19	2173	288	175	210	138
14/06/19	2007	479	337	377	245
15/06/19	483	40	34	35	16
16/06/19	438	26	40	36	19
17/06/19	2100	115	258	214	167
18/06/19	2104	147	211	190	155
19/06/19	2127	215	98	135	104
20/06/19	2072	302	74	144	102
21/06/19	2048	417	365	380	256
22/06/19	476	11	25	21	19
23/06/19	363	9	17	15	10
24/06/19	2198	151	127	134	127
25/06/19	2064	154	211	192	125
26/06/19	2030	148	252	215	145
27/06/19	2170	240	141	172	171
28/06/19	2018	477	256	316	231
29/06/19	448	20	39	34	13
30/06/19	372	21	37	34	11
01/07/19	2198	188	175	179	137
02/07/19	2007	201	156	170	108

03/07/19	1994	244	46	106	88
04/07/19	2197	234	207	216	194
05/07/19	2115	324	411	384	359
06/07/19	487	32	26	27	18
07/07/19	337	8	12	11	2
08/07/19	2291	468	414	430	387
09/07/19	2090	154	176	169	126
10/07/19	2115	82	113	103	113
11/07/19	2290	194	88	121	117
12/07/19	1977	182	158	166	133
13/07/19	436	15	15	15	12
14/07/19	390	14	15	15	7
15/07/19	2219	154	359	291	221
16/07/19	2142	263	202	222	209
17/07/19	2037	210	420	353	308
18/07/19	2119	321	204	242	174
19/07/19	2080	390	374	379	279
20/07/19	463	21	22	22	12
21/07/19	357	19	21	20	6
22/07/19	2071	267	499	421	256
23/07/19	2083	404	436	426	323
24/07/19	1894	198	114	141	100
25/07/19	2100	456	497	484	385
26/07/19	1842	527	627	596	334
27/07/19	481	23	61	53	22
28/07/19	394	55	45	48	15
29/07/19	2154	307	501	434	340
30/07/19	1728	569	811	726	442
31/07/19	2001	443	588	542	355
01/08/19	2079	411	451	438	272
02/08/19	1846	604	762	715	455
03/08/19	407	13	17	16	7
04/08/19	329	17	31	27	9
05/08/19	1996	173	479	374	283
06/08/19	2010	527	563	553	378
07/08/19	2009	336	347	343	266
08/08/19	1938	465	273	331	258
09/08/19	1907	584	604	598	415
10/08/19	421	12	23	21	11
11/08/19	305	22	36	33	8
12/08/19	1906	273	547	453	238
13/08/19	1932	425	442	437	281
14/08/19	1958	494	685	626	401
15/08/19	1971	559	623	604	389
16/08/19	1833	605	699	672	372
17/08/19	424	22	25	25	8
18/08/19	315	15	25	23	5
19/08/19	2004	392	506	471	321
20/08/19	1919	520	407	439	326
21/08/19	1885	376	295	320	253
22/08/19	1854	377	99	187	111
23/08/19	1652	283	130	176	118
24/08/19	466	103	43	57	40
25/08/19	338	16	28	25	10
26/08/19	377	42	19	24	5
27/08/19	2030	494	655	606	346
28/08/19	1996	375	482	447	278
29/08/19	2032	480	523	510	370
30/08/19	1905	600	580	585	342
31/08/19	509	54	39	42	24
01/09/19	433	80	53	60	20
02/09/19	2062	164	371	307	164

03/09/19	1931	235	343	308	224
04/09/19	2114	391	356	367	279
05/09/19	2066	482	479	480	310
06/09/19	1875	501	442	459	270
07/09/19	488	19	22	21	12
08/09/19	379	31	34	33	11
09/09/19	2127	414	496	471	316
10/09/19	2052	287	262	269	196
11/09/19	2216	347	309	322	301
12/09/19	2035	414	219	275	179
13/09/19	2084	367	259	290	222
14/09/19	421	17	30	27	11
15/09/19	395	28	35	33	18
16/09/19	2124	232	402	348	229
17/09/19	2109	558	438	470	343
18/09/19	2117	344	351	349	250
19/09/19	2235	305	177	216	178
20/09/19	2126	338	371	361	289
21/09/19	456	21	32	29	11
22/09/19	318	18	24	23	15
23/09/19	2182	106	422	320	187
24/09/19	2193	152	63	91	73
25/09/19	2254	171	348	292	280
26/09/19	2263	367	333	343	256
27/09/19	2084	362	100	174	142
28/09/19	495	17	27	25	13
29/09/19	366	15	25	23	3
30/09/19	2200	260	236	244	195

Theft from motor vehicles where the vehicle is a Lorry, and theft from Lorry parks across the MPS

Recorded 1st of October 2016 to 30th of September 2019

Protective Marking	OFFICIAL
Suitable for Publication Scheme	yes
Ad-Hoc Reference Number	18289 MQ 2019_19800
Relevant To	External relations team
Summary	Theft from motor vehicles where the vehicle is a Lorry, and theft from Lorry parks across the MPS for the date range Recorded 1st of October 2016 to 30th of September 2019
Creating Branch / Directorate	MetHQ Information and Insight
Date Created	10/10/19
Review Date	01/04/18

This report uses LIVE DATA extracted from: CRIS

Live data extracted on: 10/10/2019

The data in this report reflects **live data** which may be subject to small changes over time

Need to request some more data?

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Notes

The data in this report was extracted from the live CRIS system on 10th of October 2019.
Live data is subject to change as records are reviewed and updated.

There are two tables in this report. The first one is a count of offences for theft from motor vehicle where the vehicle type was set to equal either of the following:

LOR Rigid Lorry - Flat, Goods, Gritting, Tipper, etc.
LTR Lorry with Trailer.

There is another vehicle type for 'Van' but this has been excluded as they are perceived as distinct from Lorries.

The second table is a count of offences for all types of theft where the location classification was equal to the following:

EI Lorry Park

Please note that there are a number of other location classifications that feature 'car/lorry' parks but as these include cars aswell as lorries these have been omitted from this report.

For both tables the Recorded Date was set between 01/10/2016 and 30/09/2019.

Theft from Motor Vehicle Offences where the vehicle is a Lorry across the MPS
Recorded 1st October 2016 to 30th September 2019

Recorded 12 Months	Offences
Oct 16 - Sep 17	662
Oct 17 - Sep 18	737
Oct 18 - Sep 19	838
Grand Total	2237

Theft Offences with a Location Class of specifically 'Lorry Park' across the MPS
Recorded 1st October 2016 to 30th September 2019

Recorded 12 Months	Offences
Oct 16 - Sep 17	10
Oct 17 - Sep 18	9
Oct 18 - Sep 19	4
Grand Total	23

Street Closures for Car Free Day

	Borough	Number of Play Streets/ community road closures	Number of street closures for events	Total per borough
1	Brent	7	1	8
2	Camden	6		6
3	City of London		173	173
4	Croydon	9	1	10
5	Ealing	27	1	28
6	Enfield	9		9
7	Greenwich	18		18
8	Hackney	18	1	19
9	Hammersmith and Fulham	3	1	4
10	Haringey	10	2	12
11	Harrow		1	1
12	Hounslow	14		14
13	Islington	18	1	19
14	Kensington & Chelsea	1	3	4
15	Kingston	17		17
16	Lambeth	14		14
17	Lewisham	34		34
18	Merton	17	1	18
19	Newham	8	12	20
20	Redbridge	9		9
21	Richmond	68		68
22	Southwark	11	28	39
23	Sutton	1		1
24	Tower Hamlets	4	3	7
25	Waltham Forest	33	1	34
26	Wandsworth	36		36
27	Westminster	1	2	3
			Total number of street closures	625

Carbon monoxide poisoning (3)

Question No: 2019/19929

Andrew Dismore

How many smoke alarms has the London Fire Brigade provided as part of its home fire safety visits in 2015/16, 2016/17, 2017/18 and 2018/19?

	2015/16			2016/17			2017/18			2018/19			Total Installed	Total Provided	Total Total
Visit Borough	Installed	Provided	Total	Installed	Provided	Total	Installed	Provided	Total	Installed	Provided	Total			
Alarms for hard of hearing	2,187	16	2,203	2,458	18	2,476	3,022	70	3,092	3,445	42	3,487	11,112	146	11,258
Bellman 1285	1		1										1		1
Bellman 1530 Optical	24		24	18	1	19	17		17	22		22	81	1	82
Bellman BE1480	128		128	126		126	126	3	129	128	4	132	508	7	515
OLD STOCK - WSO- 610 WiFi Smoke Alarm	8		8	2		2							10		10
WST-630 smoke alarm	2,026	16	2,042	2,312	17	2,329	2,879	67	2,946	3,295	38	3,333	10,512	138	10,650
Specialist alarms				517	431	948	297	110	407	185	11	196	999	552	1,551
CO* Alarm (NE Area Only)				517	431	948	266	107	373	2		2	785	538	1,323
Heat alarm HT-630							31	3	34	165	10	175	196	13	209

WHT-630 Wireless Heat Alarm										18	1	19	18	1	19
Standard smoke alarms	59,194	2,932	62,126	55,250	2,676	57,926	58,220	2,878	61,098	65,284	3,796	69,080	237,948	12,282	250,230
ST-622	59,194	2,932	62,126	55,240	2,675	57,915	34,830	1,707	36,537	1,661	93	1,754	150,925	7,407	158,332
ST-750				10	1	11	23,390	1,171	24,561	63,623	3,703	67,326	87,023	4,875	91,898
Grand Total	61,381	2,948	64,329	58,225	3,125	61,350	61,539	3,058	64,597	68,914	3,849	72,763	250,059	12,980	263,039

*CO (Carbon Monoxide) alarms only installed in north east London boroughs as part of a pilot

Summary data by year

Year	Installed	Provided	*Total
2015/16	61,381	2,948	64,329
2016/17	58,225	3,125	61,350
2017/18	61,539	3,058	64,597
2018/19	68,914	3,849	72,763
Total	250,059	12,980	263,039

**A count of Gang Flagged Offences with Female Victims; and Females
Proceeded Against for Gang Flagged Crime
Recorded between 01/01/2014 and 30/09/2019**

Protective Marking	OFFICIAL
Suitable for Publication Scheme	YES
Ad-Hoc Reference Number	18287
Relevant To	Emmie Gideon, External Relations Team
Summary	A count of Gang Flagged Offences with Female Victims; and Females Proceeded Against for Gang Flagged Crime. Recorded between 01/01/2014 and 30/09/2019
Creating Branch / Directorate	MetHQ Information and Insight
Date Created	10/10/19
Review Date	01/04/18

This report uses LIVE DATA extracted from: CRIS

Live data extracted on: 10/10/2019

The data in this report reflects **live data** which may be subject to small changes over time

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Notes

The live data for this report was extracted from CRIS on 10/10/2019.

The Supervisor Recorded Date was set to be between 01/01/2014 and 30/09/2019.

The Gender of the Victim or Person Proceeded Against was set to be Female.

The Branch Flag was set to be Offence Gang Activity Related (GA).

The Calendar Year 2019 covers the partial period between 01/01/2019 and 30/09/2019.

A count of Gang Flagged Offences recorded with (at least one) female Victim (MQ 2019/19975)
Recorded between 01/01/2014 and 31/09/2019

Owning Borough	2014	2015	2016	2017	2018	2019	Grand Total
Barking & Dagenham	5	16	8	4	2	6	41
Barnet	18	1	16	3	5	5	48
Bexley	1	3	1	1	1	0	7
Brent	3	4	5	10	5	1	28
Bromley	4	11	3	0	6	0	24
Camden	16	5	1	7	4	1	34
Croydon	10	10	7	5	10	15	57
Ealing	4	6	1	1	4	1	17
Enfield	24	16	15	7	3	11	76
Greenwich	6	11	8	12	10	4	51
Hackney	38	31	27	13	4	5	118
Hammersmith & Fulham	4	2	1	8	4	3	22
Haringey	18	22	7	4	3	2	56
Harrow	1	5	3	1	0	1	11
Havering	0	2	3	0	2	0	7
Hillingdon	1	2	1	1	2	0	7
Hounslow	0	3	1	0	11	0	15
Islington	41	29	8	7	2	7	94
Kensington & Chelsea	3	1	3	5	2	1	15
Kingston Upon Thames	0	0	0	0	1	0	1
Lambeth	6	8	17	13	5	5	54
Lewisham	5	14	7	8	11	4	49
Merton	4	2	3	3	1	0	13
Newham	9	6	5	12	1	1	34
Redbridge	2	2	2	0	1	4	11
Richmond Upon Thames	0	0	0	2	0	1	3
Southwark	6	15	3	10	16	3	53
Sutton	2	1	6	1	2	0	12
Tower Hamlets	5	19	13	3	1	4	45
Waltham Forest	16	15	4	6	3	4	48
Wandsworth	19	9	8	12	2	3	53
Westminster	16	1	11	14	6	0	48
Grand Total	287	272	198	173	130	92	1152

A count of Females Proceeded Against for Gang Flagged Offences (MQ 2019/19974)
Recorded between 01/01/2014 and 31/09/2019

Owning Borough	2014	2015	2016	2017	2018	2019	Grand Total
Barking & Dagenham	0	1	2	0	0	0	3
Barnet	1	1	0	1	0	0	3
Brent	1	0	0	1	4	1	7
Bromley	0	0	0	0	1	0	1
Camden	0	1	0	0	0	0	1
Croydon	0	0	1	0	0	0	1
Enfield	0	1	1	4	1	0	7
Greenwich	0	1	0	5	0	0	6
Hackney	0	4	1	0	2	0	7
Hammersmith & Fulham	0	0	0	0	1	0	1
Haringey	0	1	0	0	0	0	1
Harrow	1	0	1	0	0	0	2
Hounslow	0	0	0	1	1	0	2
Islington	3	1	1	0	0	0	5
Kensington & Chelsea	0	0	0	1	0	0	1
Kingston Upon Thames	0	0	1	0	0	0	1
Lambeth	1	0	2	3	0	0	6
Lewisham	0	2	2	1	0	0	5
Merton	1	2	0	0	0	0	3
Newham	0	1	0	2	0	0	3
Southwark	0	0	0	1	0	0	1
Sutton	1	0	0	0	0	0	1
Tower Hamlets	2	1	2	0	0	0	5
Waltham Forest	6	2	2	1	3	0	14
Wandsworth	0	4	0	5	0	0	9
Grand Total	17	23	16	26	13	1	96

Note that the data is presented by the year in which the offence was recorded. The female may have had proceedings started against them in a subsequent year.

In addition, there may be other females who were proceeded against for Gang Flagged crime during this period, but for offences recorded before 01/01/2014.

Bedrooms in residential approvals

	FY2017	FY2018
Bedsit	7%	7%
1-bed	35%	37%
2-bed	39%	40%
3 or more	18%	16%

Bedrooms approved in schemes of 150 proposed units or more

Row Label	FY2017	FY2018
Bedsit	6%	6%
1-bed	35%	37%
2-bed	42%	42%
3 or more	17%	15%

Notes:

Data derived from the London Development Database

All figures are gross proposed units (unit losses are not subtracted)

This is based on all permissions types, including Full, Outline, Details and Reserved Matter

Where the number of bedrooms are not known, the units are not counted

The number of units in the scheme is derived from the permission itself. Details, revisions

ers, prior approvals, certificates of proposed lawful development, certificates of lawful use and
or variations to schemes will only be included if they propose 150 units or more, irrespecti

and variations to existing permissions.

ve of the size of the scheme they relate to.

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