

Written Answers to Questions Not Answered at Mayor's Question Time on 14 September 2016

Burkinis

Question No: 2016/2897 (Oral)

David Kurten

Why did the Mayor of London get involved in a political row concerning permitted clothing on beaches in the south of France?

The Mayor

Sadiq Khan (Mayor of London): Thank you, Chairman. The decision of some French towns to ban burkinis was an international news story at the time when I was travelling to meet with the Mayor of Paris, Anne Hidalgo, in France. Naturally, as the Mayor of a city that is renowned for not simply tolerating difference but respecting, embracing and celebrating it, I was asked for my view on these developments and I gave it.

David Kurten AM: Thank you, Mr Mayor. Laurence Rossignol, the Socialist Minister for Families, Children and Women's Rights in France, would disagree with you. She said in an interview with *La Parisienne*:

"The burkini is not some new line of swimwear; it is the beach version of the burqa and it has the same logic: hide women's bodies in order to better control them."

Do you agree or disagree with her?

Sadiq Khan (Mayor of London): I do not think it is for me to tell women what to wear. It is for women to make up their minds what they wear. Politicians and others over successive decades have fought for the right of women to choose what they do with their bodies, have fought for the right of women to do the same work as men, and have fought for the right of women to wear on the beach what they want to wear. Let women decide. That is pretty old-fashioned for you, David, some would say.

David Kurten AM: France has also banned the *burqa*. Do you disagree with that decision?

Sadiq Khan (Mayor of London): I find it remarkable that the UK Independence

Party (UKIP) should be suggesting following French policy on a variety of issues. What I can undertake to do, Chairman, through you, if you agree, is to come back for the next Mayor's Question Time with all sorts of policies that France has undertaken to see whether UKIP wants to follow those.

Tony Arbour AM (Chairman): Perhaps we could have that in written form.

David Kurten AM: The purpose of this is to find out why the Mayor of London is making pronouncements on French policy. You have said that you do not think that anyone should tell a woman what she should or should not wear. Let us consider some other countries. Cameroon, Chad and Azerbaijan - and Cairo University - have also banned the *burqa*. Are they wrong as well?

Sadiq Khan (Mayor of London): We should not be telling women what to wear. That applies whether it is Cairo, Paris or other places around the world.

David Kurten AM: What about Saudi Arabia and Iran, where –

Tony Arbour AM (Chairman): We do not need a world tour. The Mayor has said that he just does not agree with it.

David Kurten AM: The purpose of this is to see exactly what the Mayor thinks not just about the burkini and the *burqa* but about other things.

Tony Arbour AM (Chairman): Why do you not ask him, "Exactly, Mr Mayor, what do you think?"

David Kurten AM: We have talked about the burkini and the *burqa*, but there are other items of clothing such as skirts, jeans and shorts that are banned in Iran and Saudi Arabia. What about those? Do you think that those laws are wrong as well?

Sadiq Khan (Mayor of London): Personally, I do not like wearing skirts –

David Kurten AM: I am glad to hear that.

Sadiq Khan (Mayor of London): – but if people want to wear skirts they should be allowed to do so.

David Kurten AM: You are saying that any item of clothing, anywhere in the world, people are allowed to wear?

Sadiq Khan (Mayor of London): There are sometimes rules in courts of law and judges decide what can be worn in a court of law. People who are in charge of banks have very good reasons to say that safety helmets cannot be worn inside banks. There are sometimes good reasons in relation to what you can wear. Some

nightclubs - I am not sure of the last time the Assembly Member visited a nightclub - say that you cannot wear trainers. If a nightclub or a court or a bank wants to decide that certain items of clothing should or should not be worn, it is for them to decide solely in the confines of their bank or court or nightclub.

I am quite clear as the Mayor of the greatest city in the world that I should not be telling women what they can and cannot wear.

David Kurten AM: Let us come back to London because there is something that has been happening over the last few years in London. A lot of women are concerned about self-styled "*sharia* patrols" in certain areas. There has been video evidence and it has been well documented that some people who are following the hate preacher, Anjem Choudary, who is now in prison, have been saying to women wearing skirts, "You are not allowed to come into this area. You should cover up". Do you think that that is wrong and what are you going to do about it?

Sadiq Khan (Mayor of London): It is absolutely wrong. There should be no no-go areas for anybody in London. We should not allow anybody to feel uncomfortable and it is for women to choose what they wear. If we hear about instances where this is happening, we will make sure action is taken to stop it happening.

David Kurten AM: There are still women who feel uncomfortable going to certain areas. Perhaps certain people would say that certain areas are Muslim areas or *sharia* areas. Some women feel that they cannot go to some places.

Jennette Arnold OBE AM (Deputy Chair): Rubbish.

David Kurten AM: What are you going to do to make women feel more comfortable that they can go to anywhere in London perhaps wearing a pair of jeans and not be told that they cannot do that?

Sadiq Khan (Mayor of London): Chairman, I am not sure what powers the Assembly Member is suggesting that I have. I have made quite clear my views. If there are particular examples or particular things I could be doing that I am not, I am happy to listen. If the Assembly Member is suggesting that I get given more powers, I am all ears and I will listen to any particular example that he has.

However, it is really important - really important - that women in particular, for obvious reasons, do not feel uncomfortable going to any part of our great city. We should provide solidarity to women who feel uncomfortable. It is not just a problem for women. It is a problem for all of us who like to live in a decent city and a decent country. If there are examples that he has that I should know about, please tell me.

David Kurten AM: Thank you, Mr Mayor.

Metropolitan Police and Social Media

Question No: 2016/2898 (Oral)

Peter Whittle

With regard to the recently announced setting up of a new Hate Crime Hub for London, can the Mayor confirm precisely the definition of hate crime which will be used?

The Mayor

Sadiq Khan (Mayor of London): I am glad you asked this question. I would like to reiterate that I will not tolerate hate crime against anyone anywhere in London.

The online hate crime hub is not just to provide a police response to online crime. There are four elements to it: filtering and identification of online hate crimes through a dedicated, trained police team, training of police and voluntary community and social enterprise organisations in using online tools, building community resilience to deal with both criminal and non-criminal incidents via supportive community volunteers, and developing the intelligence base to improve police decision-making and tasking.

There is an established Home Office definition of "hate crime". That definition is in the public domain and I can read it if the Assembly Member wants.

Peter Whittle AM: Yes, please.

Sadiq Khan (Mayor of London): I quote:

"Hate crime is defined as 'any criminal offence which is perceived, by the victim or any other person, to be motivated by hostility or prejudice towards someone based on a personal characteristic'."

That is specifically actual or perceived race, religion/faith, sexual orientation, disability and transgender identity. This is the national standard as used by all of the police service and it will be used by the officers in the online hate crime hub. Incidents that do not meet a criminal threshold but have a cumulative negative social impact will not trigger a criminal justice response but the hub will enable victims to be more quickly identified and referred to appropriate local support services, and will provide a counter-narrative to hate material online. The officers will identify material that meets the criminal threshold and investigate the appropriate action, and Victim Support and community volunteer involvement will provide a more far-reaching response.

Peter Whittle AM: Thank you very much, Mr Mayor. I recognise that as being the Macpherson Report definition of hate crime. I wonder whether you would comment on the fact that the criteria therefore appears to be what is perceived by the victim or indeed anybody else. Do you not think that that leads to the extraordinary position whereby a supposed crime can be reported by somebody who has not even heard it first-hand or, in this case because it is a hub online, seen it first-hand?

Sadiq Khan (Mayor of London): Chairman, I am more than happy to have a discussion around Macpherson and issues around how people feel as the victim of crime. If you are the victim of crime, you are the victim of crime. It is not for others to comment on an objective

basis. That is the Home Office definition. I support it. It is really important. Our criminal justice system needs to be more victim-centric. It should be a service rather than a system. The definition is there for a very good reason and we should be taking online crime, and online abuse, far more seriously than we currently do.

Peter Whittle AM: I do not disagree that there are obviously hate crimes but the problem is - and this is not just a philosophical argument to have about the Macpherson Report - that there is a growing atmosphere now in London and elsewhere of people not quite knowing what they can and cannot say. You are starting a new hub and in it is this definition whereby it is up to anybody who might perceive it, even if they have not read it. This seems to me to be a case where there could be an enormous inflation of figures, for example, which is highly demoralising to the capital.

Sadiq Khan (Mayor of London): Can I give the Assembly Member, Chairman, a couple of real-life issues that need grappling with? A survey to young people 13 to 18 found that one in four suffered hate incidents online in 2015. 24% were targeted due to their gender, sexual orientation, race, religion, disability or transgender identity. That young person should realise that abuse is unacceptable. They may think that is part of life but it is not and so we have to make sure that as third persons, we step in.

There are other examples where politicians have been the victim of online abuse that is actually a criminal offence, whether it is Luciana Berger MP, Jess Phillips MP or others. People have been sent to prison as a consequence. They as an MP may think, "I have a thick skin and I should show that I have a thick skin", but if a third person says, "You know what? That is out of order. That is a criminal offence", how is that wrong? Very often when you are the victim you need a third person to point out that this is worthy of the state stepping in. We have to be a bit cautious thinking that, because someone is more stoic, something should not be defined as a hate incident when it clearly is.

Peter Whittle AM: Yes, I fully understand that. People should be encouraged when they feel that they are being victimised and what have you. Many of us have probably experienced that kind of thing ourselves. What worries me though is that there is implicit in this a sense in which people now feel their freedom of speech is now under threat. When I say that - and I would like you to comment on this, Mr Mayor - it is not simply that we should be free to be hateful but it is what is regarded as being hateful. This is the crucial thing. Do you not see?

Sadiq Khan (Mayor of London): It is a moot point. We have a situation --

Peter Whittle AM: It is not a moot point.

Sadiq Khan (Mayor of London): We have a situation where Londoners are being radicalised in their bedroom to the extent they jump on a plane and go overseas to marry a "*jihadi*", in inverted commas, or to try to blow us up. We have a situation where people are being incited, through the internet, to do bad things and a situation where, in the past, things were not taken as seriously because it was online. My view is that a crime is a crime. We have to realise that just like bad people are evolving to find new ways of inciting hatred and committing offences, we have to evolve to tackle that.

Peter Whittle AM: Yes. I --

Tony Arbour AM (Chairman): No, Assembly Member. I have given you lots of time.

Peter Whittle AM: I have had my grace?

Tony Arbour AM (Chairman): We have been amazingly generous to you.

Brexit

Question No: 2016/2899

[Peter Whittle](#)

The editor of London's paper the Evening Standard recently wrote that she had changed her opinion on remaining in the EU, and now saw the UK's withdrawal as a great opportunity for the country and London. Does the Mayor agree?

[The Mayor](#)

I campaigned strongly for the UK to remain a member of the European Union, which I believe would have been in the best interests of Londoners. However, the outcome of the referendum must be respected. We now need to make sure London gets the best deal from the EU to secure the future prosperity of our city. Ensuring a model of access to the single market that enables us to remain globally competitive has to be the Government's main priority. This includes an immigration system that supports economic growth and allows London to continue to attract the best talent from across the world.

Hate crime

Question No: 2016/2900

[Peter Whittle](#)

It was widely reported that there was a spike in alleged 'hate crime' in late June and July of this year through online reporting. How many of these alleged 'hate crimes' have resulted in a criminal conviction.

[The Mayor](#)

The table below indicates the number of hate crimes that have been reported through online reporting in June, July and August 2016.

The nature of the criminal justice system is such that it is too soon to indicate the number of convictions that might arise from any of these specific cases. In addition, any related conviction data would have to be manually retrieved from the system.

Hate Crimes that have been reported through Online reporting				
Hate Crime Type	Jun-16	Jul-16	Aug-16	Grand Total
Racist Crime	18	44	15	77
Faith/Religious Hate Crime	4	3	3	10
Homophobic Crime	0	8	3	11
Disability Hate Crime	1	0	4	5

Trafalgar Square

Question No: 2016/2901

[Peter Whittle](#)

What are the medium-term and long-term plans, if any, for the 4th plinth in Trafalgar Square?

[The Mayor](#)

The Fourth Plinth in Trafalgar Square is London's flagship programme of contemporary art, hosting commissioned artworks by world class artists. It is the most talked about art prize in the UK. David Shrigley's sculpture, 'Really Good', will be unveiled on 29 September. With regard to future planning, the maquettes of the next shortlisted commissions will be exhibited at the National Gallery from January 2017 and the two winning sculptures will be displayed in 2018 and 2020 respectively. Nearly 10,000 school children from across every London borough have taken part in the annual Fourth Plinth Schools Awards and the competition will open for new submissions in January 2017.

Population (1)

Question No: 2016/2902

David Kurten

It was reported that London's population surpassed 8.6 million in February 2015. What is London's current population as of September 2016?

The Mayor

The GLA Intelligence Unit estimates the usually resident population of London in September 2016 to be approximately 8.8 million.

This figure is arrived at by taking the ONS estimate of 8.67 million for mid-2015 and extrapolating forward based on recent levels of population growth, which ONS estimates to have averaged 111 thousand per annum over the last five years.

[Reference ONS mid-year population estimates 2011 to 2015.](#)

The figure is consistent with the GLA's current published population projections, based on data up to and including the 2014 mid-year estimates, which project London's population in mid-2016 (i.e. 2 months prior to September 2016) to be 8.77 million.

[Reference GLA 2015 round population projections, short term trend variant.](#)

Population (2)

Question No: 2016/2903

David Kurten

Are you able to confirm how many illegal immigrants are currently living in London?

The Mayor

There is no up-to-date data on the number of Londoners with irregular migration status. A study was conducted for the GLA by LSE in 2009 which estimated that in 2007 there may have been up to 442,000 irregular migrants in the capital. This was based on an estimate of a range of 373,000-719,000 irregular migrants living in the UK with a central estimate of 533,000 irregular migrants in the UK as a whole.

Uber

Question No: 2016/2904

[David Kurten](#)

It was reported in 2015 that you said: "You can't take short cuts with Londoners safety. I'm putting private-hire companies like Uber on notice; if I'm elected as Mayor it will be 'one strike and you're out' - even if just one of your drivers is found not have gone through the right checks or not to hold legitimate documentation - then your licence to operate in the capital will be suspended instantly." Do you stand by this statement?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Jobs and the EU

Question No: 2016/2905

[Peter Whittle](#)

You said before the Brexit referendum that half a million jobs were directly dependent on the EU. Do you accept that while there may be half a million jobs linked to trading with the EU, it was incorrect that to suggest that they are dependent on the EU?

[The Mayor](#)

The figure of half a million jobs is based on analysis carried out by the Centre for Business and Economic Research (cebr) published in March 2014 - UK jobs supported by exports to the EU. The analysis covered the period 1997-2011 and estimated that in 2011 there were 541,707 EU-associated jobs in London. This covered jobs associated directly and indirectly with exports to the EU.

Brexit Opportunities

Question No: 2016/2906

[Peter Whittle](#)

What are you doing to help London take advantage of the opportunities afforded by Brexit to diversify London's economy and increase trade with the 165 countries around the world which are not members of the EU?

[The Mayor](#)

It is vital that London remains open to European and international trade and I am determined to ensure that we keep getting the message out to the world that London is open for business. London's status as a global business hub will be a major asset for the UK in any future trade negotiations with non EU countries, but it is also important that the Government secures an agreement for access to the European single market which helps us to maintain that status. With London & Partners I am already supporting high-growth companies in the capital to access global business through my International Business Programme, Go To Grow.

Gatwick Airport (1)

Question No: 2016/2907

[David Kurten](#)

To what extent does the Mayor believe that the Government has adequately considered the impact of its upcoming decision on airport expansion on the competitiveness of the UK airport market?"

[The Mayor](#)

It is not clear what further work Government is undertaking to inform its final decision on new airport capacity. Clearly, it should consider all issues - and how best to encourage the competitive dynamic in the London airports system is one of them. Certainly, a second runway at Gatwick would help develop competition between London airports.

Gatwick Airport (2)

Question No: 2016/2908

[David Kurten](#)

Given that Gatwick Airport has committed to having a second runway operational by 2025, does the Mayor agree that the Government approving expansion at Gatwick would be the best way of showing that London remains open for business?

[The Mayor](#)

As part of my #LondonIsOpen campaign I visited Gatwick in July. I welcomed the £200m additional investment announced that day to continue Gatwick's programme of transformation of its passenger facilities and continue a warm welcome to all visitors to the capital. If the Government approves expansion, it will further demonstrate our commitment to keeping London open for business and help develop trading opportunities from across the globe.

Russell Square Knife Attack

Question No: 2016/2909

[Peter Whittle](#)

How was it possible that the Metropolitan Police could know within a few hours of the recent Russell Square Knife Attack that the "mental health" of the murderer, Zakaria Bulhan, was a significant factor in this crime?

[The Mayor](#)

The incident occurred on Wednesday 3rd August 2016 at 22.33hrs. 6 hours later, at 04.37hrs on the 4th August, the MPS released a press statement. An extract of this statement read:

'Early indications suggest that mental health is a significant factor in this case, but we retain an open mind regarding the motive and terrorism remains one line of inquiry.'

Information in relation to the suspect's mental health was provided to the police in the hours that followed the murder. This case is now sub judice and hence it is not possible to comment further.

Mohamed Dura-Rey

Question No: 2016/2910

[David Kurten](#)

What are the Metropolitan Police doing to bring the killers of Mohammed Dura-Rey, who was murdered on 18th September 2015 in the Newington Estate, to justice?

[The Mayor](#)

The investigation into the tragic murder of Mohammed Dura-Rey is on-going. A person was initially charged with the offence but, due to witnesses withdrawing their support for the prosecution, the CPS had little choice but to discontinue the case.

The MPS continues to appeal for witnesses to come forward and to offer a £20,000 reward to anyone who assists in convicting those responsible. A six-month anniversary appeal was run in March this year, when the reward was advertised and Mohammed's mother, the senior investigating officer, and the local MP all made appeals to the media at the site of the attack. This sadly provided no new information.

Parking Charge Notices

Question No: 2016/2911

[David Kurten](#)

There have been reports of many motorists being charged PCNs in Station Approach at Hayes and Harlington station for simply dropping people off or picking people up outside the station. Apparently the road is private, but motorists have no reason to believe this or consider this as it looks like a normal road, but are told after they receive a PCN that they should know as there is a sign by the station stating as such. What will the Mayor do to ensure that motorists do not continue to be stung by what they may justifiably consider to be a 'shakedown'?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Julian Assange (1)

Question No: 2016/2912

[David Kurten](#)

How much has it cost the Metropolitan Police to monitor Julian Assange in the Ecuadorian Embassy since 2012?

[The Mayor](#)

The estimated direct cost of policing the Ecuadorian Embassy between June 2012 and October 2015 is £11m, of which £7.2m is opportunity costs (police officer pay costs that would be incurred in normal duties), and £3.8m additional costs (estimated additional police overtime as a direct result of the deployments at the Ecuadorian Embassy).

The MPS withdrew the physical presence of officers from outside the Embassy on 12 October 2015.

Julian Assange (2)

Question No: 2016/2913

[David Kurten](#)

What will be the ongoing costs of monitoring Julian Assange in the Ecuadorian Embassy this year? Do you think this is a good and acceptable use of public money?

[The Mayor](#)

There are no longer any dedicated policing resources deployed to the Ecuadorean Embassy. The MPS withdrew a physical presence of officers from outside the Embassy on 12 October 2015, when it was deemed to no longer be proportionate.

The operation to arrest Julian Assange continues. Should he leave the Embassy, the MPS will make every effort to arrest him.

Ecuadorian Embassy Intruder

Question No: 2016/2914

[David Kurten](#)

How was it possible for a potential intruder to scale the walls of the Ecuadorian Embassy when there is a permanent police guard stationed outside?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Thamesmead Broadband

Question No: 2016/2915

[David Kurten](#)

Thamesmead is an area of London which is lacking in superfast broadband access. It has apparently been stuck at the "Field Survey" stage with no hope of progress for almost 2 years, despite reassurance that this survey takes on average 9 months to complete. Will the Mayor write to the DCMS and BT to ask them to speed up the process so that the people of Thamesmead have access to superfast broadband as soon as possible?

[The Mayor](#)

Enhancing the digital infrastructure across London is extremely important, and I am disheartened to learn that there have been delays in Thamesmead on access to superfast broadband.

My Senior Policy Officer for Technology will contact you directly.

Air Pollution

Question No: 2016/2916

David Kurten

The recent report from King's College, commissioned by the GLA and TfL, estimates that between 3,537 and 9,416 people may be dying prematurely as a result of PM2.5 and nitrogen dioxide air pollution. Will the Mayor undertake in future not to say that '9,500 people are dying every year' as this is inaccurate and above the upper limit stated in the King's College report, but rather to state the number more accurately as 'between 3,500 and 9,400'?

The Mayor

Given London faces the challenge of high levels of nitrogen dioxide (NO₂) which are above both legal and World Health Organisation recommended limits, it is clearly necessary for any health report assessing the impact of air pollution in London to include NO₂. Accordingly the purpose of the King's College London report was to assess the impacts of both PM2.5 and NO₂ for the first time. The beginning of the range you quote - 3,500 equivalent deaths - reflects just the long-term health impacts of PM2.5. Therefore, as recommended by the report itself, it is appropriate to use the 9,416 equivalent deaths figure, which also includes NO₂, rather than the range you refer to.

T charge

Question No: 2016/2917

David Kurten

It was stated by a member of staff of TfL that the T charge will have little to no effect in reducing air pollution. Why are you implementing a scheme which will cost millions of pounds, hurt the poorest car drivers while doing nothing to reduce pollution from buses or lorries, and have little to no effect in achieving your aim of reducing NO_x and PM2.5 levels?

The Mayor

This is simply not correct. Cars are a significant emitter of NO_x in the central zone, contributing to at least 14 per cent of road transport NO_x emissions. If taken forward the scheme would be an important precursor to the Ultra Low Emission Zone and will achieve emissions reductions from the oldest vehicles in the fleet, including lorries and coaches.

Full details of the emissions surcharge (or T-charge) scheme will be released by TfL as part of a statutory consultation this autumn, including the emissions impacts of the proposals. Depending on the outcome of this consultation I will take a view on how and whether to take the scheme forward.

Election Review

Question No: 2016/2918

[Peter Whittle](#)

What representations (if any) have you made to the government on the subject of constitutional reform - given the UK's increasingly fractured political landscape and the increasing unsuitability of first-past-the-post as an electoral model?

[The Mayor](#)

I have made no representations to Government on this issue since becoming Mayor in May.

Brexit Anxiety

Question No: 2016/2919

[Peter Whittle](#)

Are you aware that London's psychiatrists and counsellors have recently been overwhelmed by numbers of alarmed patients seeking help for a condition which has been labelled "Brexit anxiety"? What impact do you believe the Brexit grieving process is having on the mental health of Londoners?

[The Mayor](#)

Regardless which way they voted - and we know that in London people voted overwhelmingly to remain - Londoners are likely to experience a range of heightened emotions.

And we know that the vote has had an impact on people's behaviour. Sadly, incidences of hate crime increased 42% in the month following the referendum.

Many people from all over the globe live and work in London and we value their contributions. That's why in part we launched the #LondonIsOpen campaign.

Air Pollution

Question No: 2016/2920

[David Kurten](#)

Do you still believe that Brexit will make it harder to fight air pollution in London?

[The Mayor](#)

Yes. 48% of the equivalent deaths associated with air pollution were from sources outside London including Europe so it's critical we continue to set targets and take coordinated action at a European level. Crucially the EU also provides the enforcement framework which ensures that air pollution limits are properly monitored, reported and enforced.

Brexit

Question No: 2016/2921

[Peter Whittle](#)

What progress have you made in obtaining 'a seat around the table' in the Government's Brexit negotiations?

[The Mayor](#)

Please see my response to MQ 2016 / 3417.

Garden Bridge

Question No: 2016/2922

[Peter Whittle](#)

Do you still support the construction of the Garden Bridge, given that project's growing funding gap?

[The Mayor](#)

Given the public money which has already been spent on this scheme, I support its construction as long as no further funds from London taxpayers are allocated to it. The Garden Bridge Trust is responsible for securing the remaining funding for the bridge.

Kids Company

Question No: 2016/2923

[Peter Whittle](#)

What impact has the collapse of Kids Company in August 2015 had on the provision and quality of support to deprived inner city children in London?

[The Mayor](#)

Following the closure of Kids Company a whole host of voluntary organisations joined forces with local and central government to help young people and families who were previously supported by Kids Company (including over 1600 files that were handed over to local authorities who dealt with them accordingly). With the reduction of funding for youth services I recognise that this is a tough time for both local authorities and charities and as Mayor I am committed to working collaboratively with these organisations to continue to provide quality support to our most vulnerable families and young people.

Body Shaming

Question No: 2016/2924

[David Kurten](#)

How is your campaign of banning 'unhealthy body image' adverts from the Tube and bus network proceeding?

[The Mayor](#)

TfL's advertising estate is the most valuable in the world and during the next eight and a half years, it will generate more than £1.5 billion in revenue to reinvest in the transport network. The estate includes advertising space on the Tube, Overground, DLR, Victoria Coach Station, Trams, bus shelters, buses and on-street advertising. TfL and its advertising partners, Exterior Media and JCDecaux, review the 12,000 advertisements submitted each year.

TfL's revised Advertising Policy came into force on 13 July 2016 and is working effectively. I have instructed TfL to set up an Advertising Steering Group, which will monitor its approach to advertising and keep its policy under regular review. I will provide details of the membership once it is established.

Diesel

Question No: 2016/2925

[David Kurten](#)

What representations have you made to Her Majesty's Government on increasing the fuel duty on diesel?

[The Mayor](#)

I have met with senior Government ministers including the Chancellor and Secretary of State for Environment and Rural Affairs and have made clear the urgency of tackling the dieselisation of the vehicle fleet if London is to successfully address its air pollution crisis. National fiscal incentives and policies should complement my proposals for a T-charge and expanded ULEZ. I have asked Government to amend fiscal incentives accordingly as well as to introduce a national diesel scrappage scheme. I will continue to lobby them until they do so.

London Buses

Question No: 2016/2926

[David Kurten](#)

What rules currently govern the volumes of horns on buses on London's transport network and what is the maximum permitted volume?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Metropolitan Police Vehicle Fleet

Question No: 2016/2927

[Peter Whittle](#)

What steps are being taken to replace those Metropolitan Police vehicles which run on diesel with replacements that run on petrol?

[The Mayor](#)

In recognition of the harmful emissions that diesel engines produce, in late 2015 petrol was set as the default fuel type for all cars used by the Metropolitan Police Service (MPS). It is anticipated that approximately 1,000 diesel cars will be replaced by March 2018 with petrol variants.

A range of petrol/electric hybrid vehicle trials are underway and early operational feedback has been positive. A number of vehicle purchase tenders are being finalised and will be published for market responses in the coming months.

MPS Fleet Services are also in consultation with the GLA Clean Air team and industry experts to assess the feasibility of replacing some in service vehicles fitted with diesel engines with petrol/liquefied petroleum gas conversions.

Counter Terrorism Specialist Firearms Officers

Question No: 2016/2928

[Peter Whittle](#)

What do you think will be the effect of the deployment of masked and armed paramilitary police on relations between the police and the public?

[The Mayor](#)

I assume you are referring to Operation Hercules, which will deliver extra armed officers to protect London against the threat of terrorism. I have discussed this with both the Commissioner and his senior team. The Commissioner informed me of his intention to deploy more visible policing tactics over the summer.

It is important that with all messaging on security and operational issues, we do not unduly alarm Londoners but instead reassure the public about the work that is taking place, encourage Londoners to be vigilant and to work with the police to report any suspicions they may have. The threat level in London has not changed, but it does remain at severe and especially in light of recent deadly attacks in Europe it is important we are prepared should the unthinkable happen.

Siren Volumes

Question No: 2016/2929

[Peter Whittle](#)

What sound modelling has been carried out by the London Ambulance Service to measure the impact of high-time siren volumes on the quality of life of Londoners?

[The Mayor](#)

Please see my response to MQ 2016/2829.

Traffic Police

Question No: 2016/2930

[Peter Whittle](#)

How many traffic police are available for duty in the metropolis on any given weekday and how many on weekends?

[The Mayor](#)

Staffing levels for Roads Policing Teams (RPT) are set through demand modelling.

RPT are part of the Roads and Transport Policing Command (RTPC) and are located in five strategic sites across London.

The numbers below are the officer target strength for delivering RTPC responsibilities on a given day.

Monday to Friday	148
Saturday	126
Sunday	92

There are no significant vacancies at this time.

Sirens on Emergency Service Vehicles

Question No: 2016/2931

[Peter Whittle](#)

Does MOPAC intend to review the use of sirens by all emergency service vehicles during the quiet hours in London?

[The Mayor](#)

There are no current plans to review the use of sirens in London. All emergency services have guidance on use of sirens. Drivers from the various emergency services are fully aware that sirens must be used with restraint, particularly at night, so as not to cause a nuisance to residents or other road users.

Closure of Public Toilets

Question No: 2016/2932

[Peter Whittle](#)

Given that public toilet provision in London has fallen by 75% since 1960, what impact has this had on the quality of life of pensioners and what steps do you intend to take to prevent the further closure of public conveniences by local authorities?

[The Mayor](#)

I am aware that lack of public toilets is a major issue for older people in London. Many people are forced to limit the length of journeys they can make, preventing them from making the most of all the capital has to offer. This is also true of many disabled people.

The London Plan covers this issue, making clear London's strategic requirement for additional and enhanced social infrastructure, including public toilets and seating.

I am committed to making London more inclusive and accessible. As the London Plan is reviewed, my team will be rigorous in ensuring that the needs of all Londoners are considered, regardless of age or ability.

Security of City Hall

Question No: 2016/2933

[Peter Whittle](#)

In the light of the events in Nice on 14 July 2016, do you have any plans to augment City Hall's existing security staff with Metropolitan Police?

[The Mayor](#)

The people who run facilities at City Hall continually review our safety and security and do an excellent job. Currently, there are no plans to augment the security with MPS officers and I will continue to take their advice if the threat changes.

Pedicabs (1)

Question No: 2016/2934

[David Kurten](#)

What steps do you intend to take to clamp down on anti-social behaviour (most specifically noise-related) by the riders of unregulated pedicabs in London's West End?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Pedicabs (2)

Question No: 2016/2935

[David Kurten](#)

What follow-up work has the Metropolitan Police undertaken, following their September 2014 discovery that a number of pedicabs operating on the streets of London had been fitted with fitted with motors to make them go faster?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

MOPAC (1)

Question No: 2016/2936

[Peter Whittle](#)

How many detective vacancies is the Metropolitan Police Service currently carrying and what steps are being taken to fill these posts?

[The Mayor](#)

The number of detectives required by the Met has doubled since 2000 to over 5,500 posts. This is due to the changing nature and increasing complexity of crime. The Met as at the end of June 2016 has 725 vacancies.

The Met are working to fill these vacancies including using civilian investigators to fill some roles.

MOPAC (2)

Question No: 2016/2937

[Peter Whittle](#)

What steps are you taking to ensure that all recruits to the Metropolitan Police reside within the metropolis and have you considered reinstating the rule that required all recruits to live within 25 miles of Charing Cross?

[The Mayor](#)

The Met continues to apply its policy of 'London Only Recruitment' for new applicants. New recruits must have lived in London for 3 of the last 6 years.

At this time I am not considering implementing a further rule based on recruits living within 25 miles of Charing Cross.

The Met has longstanding mechanisms for mustering officers living outside of London and is fully capable of mobilising officers for duty to meet a variety of demands.

Resilience of London's Transport

Question No: 2016/2938

[David Kurten](#)

What plans do you have to increase the resilience of London's transport network to cope with extreme weather conditions?

[The Mayor](#)

TfL has robust bad weather plans, which are tested through emergency planning exercises throughout the year. These plans are designed to be used for extreme weather events.

New infrastructure improvements take into account environmental hazards such as extreme weather to ensure resilience.

TfL has a 24/7 Command, Control, Coordination and Communications structure that ensures we are prepared and able to respond and resolve incidents ensuring the right resources are on hand.

Viability assessments (1)

Question No: 2016/2939

[Caroline Pidgeon](#)

Further to your announcement on the 23rd August that you are recruiting new experts to scrutinise 'viability assessments' relating to the financial details that lie behind how much affordable housing new developments include, will you consider introducing new rules in London to tackle the existing issue of viability consultants frequently working for both developers and local authorities? Will you in particular consider the introduction of strict conflict of interest provisions to prevent individuals from taking up work for private developers, at the very least for a specific period of time after they leave City Hall?

[The Mayor](#)

Generally viability consultants are members of the RICS and thus must adhere to the professional rules of conduct which requires members to "act with integrity and avoid conflicts of interest and avoid any actions or situations which are inconsistent with their professional obligations". In addition, I understand that RICS is due to publish further guidance on this issue.

Once my new viability team is fully established it will provide a public sector viability resource and thus avoid any such potential conflicts of interest.

Viability assessments (2)

Question No: 2016/2940

[Caroline Pidgeon](#)

Further to your announcement on the 23rd August that you are recruiting new experts to scrutinise 'viability assessments' relating to the financial details that lie behind how much affordable housing new developments include, will you set out (a) how these posts will be advertised, (b) whether other applicants will be considered other than just finance surveyors and property consultants as mentioned in your press release.

[The Mayor](#)

- a. Our advertising strategy has not yet been finalised and might vary between posts. Both the initial roles will at a minimum be advertised on the GLA website.
- b. The personal specification will be set out in the job description. It is expected that applicants will have extensive experience in viability negotiations.

'Viability assessments' (3)

Question No: 2016/2941

[Caroline Pidgeon](#)

Further to your announcement on the 23rd August that you are recruiting new experts to scrutinise 'viability assessments' relating to the financial details that lie behind how much affordable housing new developments include, please set out how the new process will be open to public scrutiny.

[The Mayor](#)

This will be set out in my forthcoming Affordable Housing Supplementary Planning Guidance.

Personal Service Companies

Question No: 2016/2942

[Caroline Pidgeon](#)

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

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Membership of the Freemasons

Question No: 2016/2943

[Caroline Pidgeon](#)

Following the recent announcement by the Independent Police Complaints Commission that they are now establishing a line of inquiry of whether police officers involved in the initial cover up of the events at Hillsborough on the 15th April 1989 were Freemason members, do you think it is now timely that the Metropolitan Police Service helped to improve public confidence in its activities by requiring all members of the MPS to be expected to declare whether or not they are Freemasons?

[The Mayor](#)

The Met is bound by the legislation of the Police Regulations Act 2003 which states that no restrictions other than those designed to secure the proper exercise of the functions of a constable shall be imposed on the private life of members of a police force.

The Met requires its officers to disclose business interests, secondary employment and political activities. In addition officers must declare associations with:

'a person, group or organisation where they know, consider or suspect that they are associated with criminality, persons who have been dismissed or required to resign from a police service or other law enforcement agency, and persons including former police officers who are working in related fields of employment i.e. private investigation, the security sector.'

In 2007, a European Court of Human Rights judgement was made in relation to an Italian lodge and a local authority which ruled that:

"any requirement to declare [membership of Freemasonry] is in violation of Article 11 (the right of lawful association) taken in conjunction with Article 14 (the right not to be discriminated against) of the European Convention on Human Rights."

This ruling was taken into account by the then Home Secretary Jack Straw in 2009, when he ended the Government's stance of seeking to require applicants for judicial office to declare membership of the freemasons.

Garden Bridge (1)

Question No: 2016/2944

Caroline Pidgeon

How do you reconcile your statement made in answer to Mayoral Question 2016/2537 'I have been clear that no more of Londoners' taxes that I am responsible for will go into the project' with your continued refusal to rule out the GLA providing a financial guarantee for the maintenance and upkeep of the bridge?

The Mayor

I am committed to ensuring that no more of Londoners' taxes that I control will go to the Garden Bridge.

The guarantees are a requirement of the planning permission for the bridge, so without them the bridge cannot be built and the money already spent on the project would have been wasted.

I am reviewing all of the related documents and the Garden Bridge Trust's business plan and I will not allow any guarantees to be entered into unless I am convinced that this will not lead to further public expenditure down the line.

Garden Bridge (2)

Question No: 2016/2945

Caroline Pidgeon

In answer to Mayoral Question 2016/0948 the previous Mayor stated in March that 'To date, the Garden Bridge Trust has raised £145 million towards its fundraising target of £175 million, including £85 million from the private sector.' However on the 21st July 2016 Lord Davies of Abersoch, Chairman of the Garden Bridge Trust, wrote to the Secretary of State for Transport stating 'the Government's support has enabled us to secure substantial private funding to take the total amount to date to over £130 million.' Are you concerned that in the past the Greater London Authority and TfL appear to have been under the impression that the Garden Bridge Trust had raised significantly more money than is actually the case? What assurances can you provide that the financial information that you receive from the Garden Bridge Trust is accurate?

The Mayor

The changes in total project funding are the result of changes in the positions of private funders. It is important that this project is as open and transparent as possible, which is why since this statement by the Chairman of the Trust I have published an updated list of the Garden Bridge Trust's funders on the TfL website at <https://tfl.gov.uk/corporate/publications-and-reports/temple-footbridge>.

Garden Bridge (3)

Question No: 2016/2946

Caroline Pidgeon

Further to your reply to Mayoral Question 2016/2495 asking for a breakdown of the public money already spent on the proposed Garden Bridge are you satisfied with the lack of detailed breakdown of expenditure provided by the Garden Bridge Trust? Following your announcement on LBC Nick Ferrari programme on the 19th August that the expenditure of public funds on the Garden Bridge has now reached £42 million can you please provide an updated and much more detailed breakdown of this expenditure than has previously been provided.

The Mayor

The Garden Bridge Trust has published a breakdown of how the public money has been spent on the project. This is available on the Garden Bridge Trust's website at <https://www.gardenbridge.london/news/article/public-funding-expenditure-breakdown>.

Approximately £10m of the public money spent on the project to date was used by TfL to develop the scheme and secure planning permission in late 2014. A detailed breakdown of this expenditure is available on the TfL website at <https://tfl.gov.uk/corporate/publications-and-reports/temple-footbridge>.

Garden Bridge (4)

Question No: 2016/2947

Caroline Pidgeon

In the Mayoral Decision 1472 signed by the previous Mayor on the 4th June 2015 it was stated that the estimated total cost for construction, inclusive of VAT, was £169 million, however at present the Garden Bridge Trust states on their website the project will cost £185 million in total. What assurances, if any, have you received from the Garden Bridge Trust about the final cost of the project, especially following Lord Davies of Abersoch's statement on BBC Newsnight on the 17th August that the expected completion date for the Garden Bridge will now be 2019?

The Mayor

The Garden Bridge Trust must raise the necessary funds and deliver the bridge.

The Trust has explained that the increase in project cost and changes to the completion date is a result of hold-ups in land negotiations and planning matters. I understand that the Trust is confident about resolving these issues, now that the Department for Transport has reconfirmed its support for the project.

Garden Bridge (5)

Question No: 2016/2948

[Caroline Pidgeon](#)

On the 25th May 2016 in your oral update you stated that "Of the £60 million of total public funding, £37.7 million has already been spent by the Garden Bridge Trust, £24.25 million of which came from TfL and £13.45 million from the Government." You further stated on the Nick Ferrari LBC programme on the 19th August that £42 million of public money had now already been spent on the Garden Bridge. Please state what is the latest level of expenditure of public funds on the Garden Bridge, providing a breakdown of the split in funding between TfL and central Government.

[The Mayor](#)

Approximately £37 million of the total £60 million public funding has already been spent on the project, £13.45 million of which was funded by central Government.

In addition, the Government has recently confirmed its agreement to extend the duration of £9 million of the existing underwriting facility to the Trust. Any payment under this facility will come from the Government's £30 million share of the public contribution to the project.

Transparency of Garden Bridge Trust (1)

Question No: 2016/2949

[Caroline Pidgeon](#)

Are you concerned by the decision of the Garden Bridge Trust to delay publishing its full annual accounts by five months? Was TfL consulted by the Garden Bridge Trust before this decision was made?

[The Mayor](#)

The Garden Bridge Trust is responsible for the administration of its own accounts.

Transparency of Garden Bridge Trust (2)

Question No: 2016/2950

[Caroline Pidgeon](#)

Further to your repeated statement that you are determined to run the most open and transparent administration London has ever seen, do you consider it appropriate for TfL to be co-operating with the Garden Bridge Trust that at present has raised significant amounts from Trusts, companies and individuals that at present wish to remain anonymous? Considering the public investment that has already been contributed to the project to lever in private fundraising do you agree that Londoners are entitled to have full details of all major contributors to the Garden Bridge Trust?

[The Mayor](#)

I am committed to transparency, and the early days of this project clearly fell short of my expectations in that regard. I have therefore taken action to publish the Garden Bridge Trust's draft business plan, an updated list of its funders, and a detailed breakdown of TfL's expenditure on the project. This is available at <https://tfl.gov.uk/corporate/publications-and-reports/temple-footbridge>

A number of names on the list of funders were anonymised by the Garden Bridge Trust before it was provided to the Greater London Authority. This was because the Trust has entered into confidentiality agreements with some of their donors, which is common practice where donors wish their philanthropy to remain low-key.

Publication of freedom of information responses

Question No: 2016/2951

[Caroline Pidgeon](#)

In October 2015 TfL's Transparency Strategy Consultation report stated "We will publish online all our replies to Freedom of Information requests. This is likely to be once our new software for handling FOI requests is operational in 2016." Please provide an update as to when this pledge is expected to be met.

[The Mayor](#)

TfL expects to be publishing all replies to Freedom of Information requests online before the end of 2016.

Cost of policing football clubs in London

Question No: 2016/2952

[Caroline Pidgeon](#)

Please set out the amount received from each Football League and each Premier League football club in the MPS area to cover policing at football matches in (a) the 2015/16 season, and (b) the 2014/15 season.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Publication of fares advice

Question No: 2016/2953

[Caroline Pidgeon](#)

Following the Information Commission ruling that the public interest in seeing how the annual fares decision is made outweighs the right to confidential advice, will you now publish in full the fares advice you received from TfL before your fare announcement of the 8th June?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

My fares policy - to freeze all TfL fares for four years - is well established and was set out clearly in my manifesto.

This means that, unlike with previous mayors, I have not needed policy advice on fares, except on how TfL is getting on with delivering my policy.

My Mayoral Direction implementing my decision to freeze all TfL fares will be published later in the year in the usual way. And I'll also be publishing a new TfL Business Plan later this year, which will set out in more detail my plans for London's transport.

Weekly cap on Oyster Pay As You Go

Question No: 2016/2954

[Caroline Pidgeon](#)

In a letter I received from the previous Mayor dated the 31st July 2013 (ref MGLA260613-9919) it was stated by Boris Johnson that TfL would introduce weekly capping on Oyster Pay As You Go in 2015. Are you concerned that this pledge was not met and will you make a commitment to finally ensure that Oyster cards offer exactly the same benefits to passengers as contactless payments?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

TfL's introduction of contactless payment cards has been a huge success. Around one in 10 contactless transactions in the UK are made on TfL's network, making it one of the largest contactless merchants worldwide. I would encourage those with contactless cards to use one. It is really convenient and is the same fare as Oyster.

Extending Monday to Sunday capping to Oyster customers is a complex technical process that requires changes to the card readers and back office and retailing systems, including substantial development of the computer systems supporting payments. I am working with TfL to bring Oyster into line with contactless payment cards as soon as possible.

In the meantime, we are already making transport in London more affordable. Millions of bus and tram passengers - Oyster and contactless users alike - can now benefit from the Hopper fare, through which 30 million annual bus journeys will become free. From January 2017, all TfL fares will be frozen.

CR2 for Streatham

Question No: 2016/2955

[Caroline Pidgeon](#)

With Heathrow set by 2018 to have another rapid rail link to central London, due to the spur line off the Elizabeth Line, will you consider the need for similar transport improvements to serve Gatwick that could be delivered by Crossrail 2 forking from Clapham Junction? Will you consider the merits such a spur line would generate in terms of encouraging more people to travel to Gatwick by rail rather than road as well as the significant economic opportunities for south London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

In developing Crossrail 2, TfL has taken into account existing and potential future travel demand, as well economic opportunities. TfL has considered a wide range of options serving London and the wider region South East region, including the Gatwick corridor.

Splitting the Crossrail 2 route to the south at Clapham Junction would significantly reduce the ability of the scheme to provide crowding relief to both the South West Mainline and the Northern line. Both are important objectives for the scheme, and therefore such an option is not being considered.

As you know, I believe a new runway at Gatwick, not Heathrow, is the best way to achieve this and I welcomed the £200m additional investment announced in July to continue Gatwick's programme of transformation of its passenger facilities and continue a warm welcome to all visitors to the capital. I will work with the Government and other stakeholders to secure the best outcome for Londoners, to release the jobs and growth potential of a new runway, while minimising its environmental impacts.

Worcester Park air quality

Question No: 2016/2956

[Caroline Pidgeon](#)

Worcester Park has long suffered from heavy traffic due to its position on the busy A2043 Croydon - Sutton - Kingston corridor and as a feeder to the A3. What steps is TfL planning to take to ensure that buses that pass through Worcester Park are as soon as possible zero emission buses, or at the very least ensure that zero emission buses are a requirement of any buses operating on retendered bus routes passing through Worcester Park?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

To bring about the greatest improvement in air quality across London as soon as possible, I have directed TfL to introduce a number of low emission bus zones across the city and to upgrade an extra 3,000 buses outside central London with the latest ultra-clean exhaust systems. From 2018, I want TfL to no longer procure diesel buses and only allow hybrid electric or zero emission buses to join the fleet.

In November, I am inviting cities and manufacturers from around the world to attend a clean bus summit in London so we can work together to accelerate the introduction of zero emission buses into our fleets.

This will benefit all areas of the capital including Worcester Park, the London borough of Sutton, and neighbouring boroughs of Croydon and Kingston.

No 18 bus route (1)

Question No: 2016/2957

[Caroline Pidgeon](#)

A constituent has raised concerns that the Number 18 buses fail to turn off their engines when stationary in Sudbury Town and contribute unnecessarily to air pollution. What steps are being taken to monitor air pollution in this area and what advice is given to bus drivers to avoid running bus engines when buses are stationary for any length of time?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

I have asked TfL to increase routine checks on the bus network at Sudbury Town to promote good practice.

To reinforce good operational practice, there is guidance in the bus drivers' Big Red Book manual and posters at garages about engine idling. Front-line staff also monitor the network to check services are running smoothly and ensure drivers operate their buses in a considerate manner.

Advice to bus drivers is to switch off if they are not re-entering service within a couple of minutes. More modern buses do this automatically if the vehicle is not moving for a minute or so.

No 18 bus route (2)

Question No: 2016/2958

[Caroline Pidgeon](#)

Will TfL consider extending the Number 18 bus route to Northwick Park and onto Harrow Bus Station so as to assist access to Northwick Park hospital for residents in both Harrow and Wembley?

[The Mayor](#)

To improve links from Northwick Park Hospital, TfL will introduce new route 483 on 10 September 2016 between Ealing Hospital and Harrow Town Centre. This route will also serve Wembley, with a bus every 8 minutes Monday to Saturday daytimes, every 10 minutes on Sundays and every 12 minutes in the evenings. This new route will provide passengers with the links you have requested.

UberPool

Question No: 2016/2959

[Caroline Pidgeon](#)

In answer to question 2016/187 you stated: "TfL did however obtain assurances from Uber directly, prior to the launch of UberPool that services would be provided within the legal and regulatory framework. TfL specifically asked for, and was provided with, assurances in relation to public safety, vehicle insurance and information sharing." Please publish the documentation and other information relating to the exact requests made by TfL and the information that Uber provided to TfL.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

insurance for private hire drivers

Question No: 2016/2960

[Caroline Pidgeon](#)

Can you confirm that private hire drivers will need to have exactly the same comprehensive Hire and/or Reward Commercial insurance to carry the public and not merely third party or social and domestic insurance?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Inclusive cycling in London

Question No: 2016/2961

[Caroline Pidgeon](#)

Following the recent publication of a manifesto for an inclusive cycling policy in London by Wheels for Wellbeing will you ensure that all cycling infrastructure funded by TfL meets the specifications of Highway England's 'cycle design vehicle' standard?

[The Mayor](#)

Development of TfL's current London Cycling Design Standards (LCDS) included consultation with Wheels for Wellbeing, and established clear policy and guidance on delivering inclusive cycling.

Highways England will be publishing an Interim Advice Note (IAN) 'Cycle Traffic and the Strategic Road Network', which gives detailed technical specifications for highway infrastructure based on the 'cycle design vehicle'. Once published, TfL will add a reference to the IAN in their LCDS and will refer designers to it for technical detail on designing inclusive cycling environments.

Design of Cycle Superhighways (1)

Question No: 2016/2962

[Caroline Pidgeon](#)

Given the success of 'Hold the Left' at the Oval on the Cycle Superhighway 7 why has this safe design not been replicated anywhere else?

[The Mayor](#)

The successful 'Hold the Left' junction has been replicated in a number of other locations besides Oval for example Stockwell, Apex Junction in Shoreditch, and along the recently opened Cycle Superhighways such as CS2 Upgrade, East-West and North-South routes.

This type of junction design is not always feasible due to the constrained space on London's roads, however I'm keen to see safer facilities such as this replicated elsewhere across our city where possible.

Design of Cycle Superhighways (2)

Question No: 2016/2963

[Caroline Pidgeon](#)

Do you accept that two stage right turns for cyclists cannot possibly be safe unless both the first and second stages have been safe, with no left/right hooks? It has been reported that this is a problem all along CS2 and CS6. Will you look into resolving this?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

At all locations where two-stage right turn facilities are proposed they are subject to a rigorous pre-construction Road Safety Audit process. When this facility is introduced TfL and the police carry out a further review. This has been carried out for CS6 and there were no concerns highlighted with any of the two stage right turn facilities. This is currently in progress for CS2.

TfL will continue to monitor the new arrangements to ensure the designs are operating safely and are benefitting London cyclists.

Greenways

Question No: 2016/2964

[Caroline Pidgeon](#)

I have been contacted by a constituent who wishes to know the exact reasons why the Greenways programme was ended by TfL. Will you now consider reviving this successful programme and give consideration to new Greenways, including the perimeters of Peckham Rye Common, Clapham Common and also Wanstead Flats?

[The Mayor](#)

The former Greenways programme created a coherent network of attractive and functional routes for walking and cycling by improving access to and through green spaces across the capital.

Projects that formed part of the Greenways network have since become part of the wider Quietways initiative. London boroughs are encouraged to bring forward Greenways-type proposals, such as those you have identified, as part of their discussions with TfL on the future Quietways programme. Where boroughs might wish to develop such proposals independently of Quietways or other cycling programmes they are encouraged to use their annual Local Implementation Plan funding allocation from TfL.

Shared parental leave at TfL

Question No: 2016/2965

[Caroline Pidgeon](#)

A constituent informs me that TfL provides less generous shared paternity leave provision than the GLA. Will you review TfL's policies on shared paternal leave to bring it up to best practice standards?

[The Mayor](#)

TfL's policy on pay for shared parental leave reflects the statutory provision required by legislation and enhances this provision with two weeks full pay for eligible employees. This decision was taken following a benchmarking exercise with other organisations.

TfL regularly reviews all its employee policies and is currently undertaking a planned review of its shared parental leave policy, in light of the first year of operation.

Crossrail 2 Station

Question No: 2016/2966

[Caroline Pidgeon](#)

With the Chelsea Society highlighting that a petition opposing a Crossrail station on the Kings Road has received over 10,000 signatures, with 80 of them from small local businesses, and with Hammersmith and Fulham Council now actively campaigning for a Crossrail Station to be located at Imperial Wharf, what assurances can TfL give that it has so far carefully considered the views of both these organisations and will continue to do so in future?

[The Mayor](#)

TfL has considered the views put forward following the consultation last year and has responded to many of the issues that were raised.

TfL meets regularly with a range of organisations including the local authorities to ensure their views are considered as the scheme is developed. TfL will continue its programme of stakeholder engagement, including further public consultations as the scheme develops.

Unintended Acceleration of Buses (1)

Question No: 2016/2967

[Caroline Pidgeon](#)

Please provide a list for the last six years of incidents involving Unintended Acceleration of Buses on all bus routes, with details of the operator, route and bus type provided.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Unintended Acceleration of Buses (2)

Question No: 2016/2968

[Caroline Pidgeon](#)

It is understood that in 2011 TfL commissioned a report reviewing the Unintended Acceleration (UA) of buses, a causal factor in some often serious bus collisions. Please publish this report so it can be available for public scrutiny.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

This human factor study was published so that vehicle manufacturers as well as London bus operators could better understand this matter and consider how best to manage it within the industry. It is available at: <http://content.tfl.gov.uk/solutions-to-pedal-confusion.pdf>.

London taxis (1)

Question No: 2016/2969

[Caroline Pidgeon](#)

I understand from a constituent that taxi drivers outside of London have the right to apply to a magistrates court for an appeal against any decision that the licensing authority makes. Why does a similar right not apply in London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

I am happy to confirm that taxi drivers in London do have the right to apply to the Magistrates' court to challenge TfL's decision to refuse their licence application or to suspend/revoke their own licence.

Alternatively, taxi drivers can request a personal reconsideration hearing following TfL's decision to refuse a licence application or suspend or revoke their taxi driver's licence. These hearings give a driver the opportunity to put forward their case and provide any mitigating evidence to be considered.

London taxis (2)

Question No: 2016/2970

[Caroline Pidgeon](#)

A constituent has asked whether following the decision to compel the acceptance of credit and debit card payments in London taxis whether any compensation will be given to taxi drivers in relation to the credit card fees they must now pay.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

London taxis (3)

Question No: 2016/2971

[Caroline Pidgeon](#)

What steps is TfL taking to ensure taxi drivers are compliant with chargeback and Section 75 of the Consumer Credit Act Section 75 when customers are paying for taxi fares by credit or debit cards?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

London taxis (4)

Question No: 2016/2972

[Caroline Pidgeon](#)

Will TfL make good any payments which are reversed as a result of chargeback in taxis under Section 75 of the Consumer Credit Act? If not, please set out the reasons why.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

TfL is not responsible for settling payment disputes. All disputes should be handled by the driver's card payment device provider and a customer's credit or debit card provider.

London taxis (5)

Question No: 2016/2973

[Caroline Pidgeon](#)

A constituent has asked whether you will allow Taxi Drivers to recover their fees incurred when accepting payment by card.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

London taxis (6)

Question No: 2016/2974

[Caroline Pidgeon](#)

As all Taxi fares which are paid by card attach a processing fee to the Taxi Driver will you consider the introduction of a minimum charge for persons who wish to pay by credit or bank debit card?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Disclosure and Barring Service waiting list

Question No: 2016/2975

[Caroline Pidgeon](#)

In answer to my question 2016/2499 in July it was stated that the current number of DBS cases that are still being dealt with by the Met over 60 days was 34,566, standing at 46% of applications in progress. However, in answer to a previous Mayoral Question (29015/4405) the previous Mayor stated in December 2015 'The Met's system is in place that will clear the backlog of applications by March 2016.'

Following this broken pledge by the previous Mayor can you now provide an accurate prediction as to when the Met will finally respond to DBS applications in a reasonable timeframe and reach the standards met by nearly every police force in England and Wales?

[The Mayor](#)

It is important to recognise that the Met are dealing with the vast majority of DBS checks on time. 94% of DBS checks are completed within 60 days.

As I have previously stated the Home Office, DBS, Met and MOPAC are working closely to reduce the backlog. An intervention plan is in place and the backlog continues to fall.

The figures provided by the DBS for 8th September 2016 show that the Met now has 26,694 cases over 60 days old.

The Met are on course to significantly reduce the backlog by the end of the year.

DBS checks are important and complex. Staff must make decisions that directly impact children and vulnerable adults and those who seek to work with them. It is important these checks are completed carefully and with due diligence.

Dial-a-Ride

Question No: 2016/2976

[Caroline Pidgeon](#)

Please state:

- (a) The total number of full time drivers presently employed by Dial a Ride.
- (b) The total number of part time drivers presently employed by Dial a Ride.
- (c) The total number of community transport drivers presently employed on behalf of Dial a Ride on a Monday to Friday basis.

[The Mayor](#)

As of 6 September, Dial-a- Ride employs:

- a) 347 drivers on a full time basis
- b) 25 drivers on a part time basis

With respect to the total number of community transport drivers, agencies manage their own staffing levels, so TfL does not hold this information. However, community transport drivers undertake 270 duties per week Monday - Friday, which is equivalent to 54 full time drivers.

Making London a dementia friendly city

Question No: 2016/2977

[Caroline Pidgeon](#)

Do you support the Alzheimer's Society campaign to make London a 'dementia friendly capital city' and if so what steps will TfL undertake to ensure that travelling on TfL services is as accessible as possible for people with dementia.

[The Mayor](#)

Yes. TfL already takes action to make services accessible for people with dementia, including clear signage and making sure station staff and bus drivers know how to help customers who require further assistance.

Of course there is much more to be done. The Alzheimer's Society will be consulted during the development of my Transport Strategy to identify further ways in which transport can be improved to be accessible for people with dementia.

Bus collisions with pedestrians

Question No: 2016/2978

[Caroline Pidgeon](#)

Following your response to Question 2016/2485 do you not consider that since collisions involving TfL Buses have increased every year since 2012 that identifying the Bus Operating Company and Route Number of any TfL Bus involved in a collision reported on twitter by @TfLTravelalerts and @TfLBusalerts would improve transparency and accountability for these incidents?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

TfL publishes all reported collisions involving buses on its website. This data is gathered from London Bus operating companies using an in-house data logging system which every bus operating company has access to. Under this arrangement, all bus companies are required to report all incidents regardless of blame and severity meaning that data to support safety evaluation is better captured. This data is published at:

<https://tfl.gov.uk/corporate/publications-and-reports/bus-safety-data>

As you know, TfL has also implemented a Bus Collisions Reduction Programme to reduce the number of road traffic accidents involving buses. A key strand of this is to increase transparency on bus collisions and investigations. However, Twitter is not an appropriate medium for communicating the often complex details about collisions detailed. Instead, TfL offers the @Travelalerts and @TfLBusAlerts information services to advise customers of disruption to help them plan their journeys.

Bus safety

Question No: 2016/2979

[Caroline Pidgeon](#)

Following up your response to my Question 2016/2487 on TfL's Bus Safety Programme, can you clarify the following:

- (a) What is the budget for this programme?
- (b) Does the seconding of one professional from the Strategy and Outcome Planning's Road Safety Team constitute the only staff for this Programme and for how long is this person being seconded?
- (c) Does the fact that TfL is not creating a team indicate its Bus Safety Programme is only a temporary initiative?
- (d) Two deliverables - (1) Publication of TfL Bus-only data (STATS19) and (2) Publication of 10 Year Bus Safety Trends (STATS19) - are scheduled for July and August. Where has this information been published?

(e) The Sarah Hope Line is an incident support line for families of Bus Collision Victims. As necessary and beneficial as this service is, how does it contribute to improving safety performance?

The Mayor

a. All planned activities are being resourced through existing budgets as this important work is core business activity.

b. The Bus Safety Programme is initially being managed by a secondee to the Buses Directorate, but is being delivered by teams across Surface Transport and will continue beyond the end of the secondment.

c. This is not a temporary initiative. Safety is embedded across the business and the responsibility for delivering the individual work streams sits within different teams depending on their area of expertise.

d.

(i) A method was devised to take STATS19 data and use TfL Bus vehicle registration numbers to extract bus only records. However, this method proved to be inaccurate and we have not been able to extract TfL Bus-only data for publication. Vehicle registrations can be recorded incorrectly or not recorded at all by the police officer attending the scene of a road traffic collision. We have since been made aware of the introduction of faster time collision data recording by the Met police as part of their electronic crime reporting system, known as COPA. This will enable the officer attending a collision to input details into the system which will include the function to state whether the bus involved is a TfL bus. The system goes live in October 2016, and will enable provisional data to be available within 30 days once the handover from paper based reporting to electronic reporting is complete.

(ii) The 10 Year Bus Safety Trend Paper was published in August and can be found on the TfL website at <http://content.tfl.gov.uk/long-term-bus-casualty-trends-paper.pdf>.

e. TfL is committed to understanding how, when and where to act to reduce casualties. Supporting victims after the event is one aspect of this work. TfL uses Haddon's matrix, a commonly used tool in preventing injuries. The matrix divides a traffic collision into three phases: pre-collision, during the collision and post-collision. These are all considered in relation to human, vehicle and environmental factors. The matrix helps identify appropriate interventions to prevent a collision, or minimise the effects. While other work streams of the Bus Safety Programme focus on pre-collision and during the collision, the Incident Support Service contributes to addressing the post-collision phase by providing both direct and indirect support to bus collision victims.

Helicopter noise (1)

Question No: 2016/2980

[Caroline Pidgeon](#)

I welcome your reply to Question 2016/1964 on helicopter noise, especially relating to your commitment to update London's Ambient Noise Strategy. However as the last strategy was published back in March 2004 many people would now welcome a far more specific time commitment than merely your statement that it will be updated 'in due course'. Are you now willing to provide a precise deadline as to when London's Ambient Noise Strategy will finally be updated?

[The Mayor](#)

The Localism Act 2011 enables the GLA to produce a single London Environment Strategy, rather than the current suite of separate environmental strategies. My Ambient Noise Strategy will be included in this single strategy. Officers are currently working out the scope, issues and evidence and how the London Environment Strategy will integrate with the other strategies that I intend to produce. A timetable for its publication will be available later this year with the aim of producing the Strategy next year.

Helicopter noise (2)

Question No: 2016/2981

[Caroline Pidgeon](#)

In your reply to Question 2016/1964 you mentioned that the Government's Aviation Policy Framework included a commitment to monitor the impacts of helicopter movements in London, but that you had seen no evidence that this important work has been taken forward. What steps are you taking to lobby the Government for this commitment to be fulfilled?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

London is subject to regular overflying by helicopters with the result that Londoners have to endure their noise impacts, with many exposed to a significant extent. I welcome the fact that the Civil Aviation Authority already publishes records of helicopter movements over London on its website, but far more needs to be done to assess the noise impacts of these movements and mitigate them where required.

The Government is expected to consult on a new Aviation Policy Framework this autumn. I intend to submit a formal response to this and will clearly set out my concerns about helicopter noise, in particular the lack of progress on this issue. I will escalate with ministers if necessary.

Inclusion of Watford Junction within TfL zones

Question No: 2016/2982

[Caroline Pidgeon](#)

Will you consider the inclusion of Watford Junction as part of TfL zones following the extension of the Metropolitan line to Watford Junction? While such a change would obviously greatly benefit Watford residents it would also improve connectivity between North West London and the Midlands and the North by offering an alternative to changing at Euston for connections to places such as Milton Keynes, Birmingham, Manchester and Scotland.

[The Mayor](#)

Suburban fares from Watford Junction (to Harrow and Wealdstone in Zone 5 for example) are already controlled by TfL. Most users of Watford Junction are local residents who commute to London using the fast London Midland service to Euston. Because of this, the station is operated by London Midland, which sets the fare to Euston. The Department for Transport has made it clear over a number of years that it sees no case for transferring additional control over the station or the fares to TfL.

Re-zoning Maryland Station

Question No: 2016/2983

[Caroline Pidgeon](#)

I have been contacted by Newham residents who support the re-zoning of Maryland station from Zone 3 to Zone 2/3 following the earlier decision to rezone seven stations around Stratford. The Newham residents would like to know why Maryland station has so far been excluded. Will you now answer a previous question on this issue (Question 2016/1465) which remains unanswered from May asking that you commit to looking at including Maryland in this re-zoning?

[The Mayor](#)

Please see my response to MQ 2016/1465.

bus services in Rotherhithe

Question No: 2016/2984

Caroline Pidgeon

In answer to Question 2016/1396 you stated that a review of Rotherhithe bus services should be completed by Autumn 2016. Is this review still set to be completed this Autumn and will it also include ensuring that consideration is given to extra buses being needed as an interim measure during the closure of Tower Bridge?

The Mayor

TfL has been working closely with Southwark Council to understand the impacts of development in the local area on demand for bus services and remains on target to complete the work this autumn.

During the closure of Tower Bridge, routes 42, 78 and RV1 will be amended. Details are available here: <https://tfl.gov.uk/status-updates/major-works-and-events/tower-bridge-closure#on-this-page-3>

TfL will also continue to monitor impacts of the bridge closure in the wider area and will respond accordingly.

Cleaner Taxis

Question No: 2016/2985 (Oral)

Caroline Pidgeon

What steps have you taken to encourage the uptake of cleaner, greener taxis ahead of the introduction of the Ultra Low Emission Zone?

The Mayor

Sadiq Khan (Mayor of London): Thank you. There is a lot happening and so bear with me, Assembly Member Pidgeon.

Yesterday marked the beginning of a new era for the capital's taxi and private hire market as the Deputy Mayor for Transport and I launched TfL's first ever Taxi and Private Hire Action Plan. This sets out a programme of far-reaching improvements to protect the future of London's black cabs and maintain a vibrant market with space for all providers to flourish. She and I agreed on many occasions during the mayoral election on this important issue.

My action plan is just a start. It sets out special new measures to enhance public safety, drive up standards and improve London's air quality. It will help the iconic black cab become the greenest in the world by offering grants of up to £7,500 for new zero-emission-capable (ZEC) electric taxis. It will also provide new zero-emission priority ranks for drivers who pioneer green technology with a network of rapid electric charge points. The action plan will also enhance public safety through new measures to improve minicab standards. By summer next year, TfL will also

require that private hire drivers pass an advanced driving test before they can be licensed or relicensed. This is in addition to my recent commitment to quadruple the number of on-street compliance officers with 250 more dedicated officers on the streets by summer 2017.

We need to take every step we can to clean up London's dangerous and polluted air. Nearly 10,000 Londoners are dying early every single year because of long-term exposure. It is permanently affecting children's lung development, resulting in smaller lungs for life.

From 1 January 2018, no more new diesel taxis will be licensed in London and all new registered taxis will need to be ZEC. A ZEC taxi needs to emit less than or equal to 50 grams of carbon dioxide (CO₂) per kilometre with a zero-emission range of at least 30 miles. There are a number of manufacturers working to deliver the next generation of taxis, which will be mandated from 2018, and these vehicles will use the latest electric technology to achieve a minimum 30-mile zero-emission range and an enhanced travel experience from customers. From next year, up to £5,000 will be available to drivers who scrap the oldest and most polluting taxis. A grant of £3,000 will also be provided towards the first 9,000 ZEC taxis and I am asking the Government to guarantee the Plug-In Car Grant for these vehicles, which will take the total grant to £7,500. I could go on, but I recognise here that –

Caroline Pidgeon MBE AM: That is great. Let me just briefly ask you some specifics because half of my time is now gone with your detailed answer.

The real issue is about the rapid charging infrastructure. Only 10% of the current charge points are capable of this and only a handful of them work. Can you tell me how many rapid charge points will be in operation and available for taxi drivers from 1 January 2018?

Sadiq Khan (Mayor of London): A rapid electric charging network is essential to giving drivers and manufacturers the confidence to invest in new ZEC taxis.

Caroline Pidgeon MBE AM: How many?

Sadiq Khan (Mayor of London): Availability of rapid charging will maximise the time taxis are driven in electric mode, health benefits for Londoners and fuel efficiency for drivers. TfL is working with suppliers to deliver an initial 150 rapid charge points by 2018, rising to 300 by 2020. Many of these will be dedicated to the taxi trade. The procurement of suppliers and identification of potential sites across London on TfL, borough and private land is currently underway.

Caroline Pidgeon MBE AM: There will be 150 in 2018? That is great. That is a really good figure to hear. Thank you.

The new ULEZ you are looking at bringing forward to 2019 but many taxi drivers, despite the funding you mentioned earlier, are putting off the decision to buy a new cab. They want to see the infrastructure up and running. Others have perhaps only ten years left that they want to be driving and do not want to spend at least £40,000 for a new taxi.

At the moment the cost of converting a taxi to run on liquid petroleum gas (LPG) is only about £8,000 and TfL currently allows drivers an additional five years with their old taxi if they convert it to LPG. Given that we have a huge LPG refuelling network around London, is this something you will continue to support after 2018?

Sadiq Khan (Mayor of London): Chairman, the Assembly Member is probably aware of this but others may not be. Birmingham is currently trialling LPG converted taxis.

Caroline Pidgeon MBE AM: Yes, that is right.

Sadiq Khan (Mayor of London): We have looked into this and we are in regular contact with Birmingham City Council and the Department for Transport (DfT) regarding the trial. Historically, this technology has had limited uptake in London and so I disagree with her about that. There are many issues associated with retrofitting older diesel vehicles and we have to be cautious in our approach. My main priority is to make every effort to ensure that the new ZEC taxis are a success, although I recognise that the newest taxis today will be the last remaining diesel vehicles in the fleet and so we need to continue to explore options for drivers to convert to a cleaner fuel whilst their vehicle has a lot of life remaining.

We are lobbying the Government to see what it can do to support us because black-taxi drivers work incredibly hard and they need all the support that we can give them.

Caroline Pidgeon MBE AM: It is something that you will be considering as a sort of “meanwhile” option while you are pursuing the electric network as well?

Sadiq Khan (Mayor of London): I have already explained some of the challenges in relation to LPG in London.

Caroline Pidgeon MBE AM: I appreciate that.

Sadiq Khan (Mayor of London): We will carry on talking to Birmingham and the DfT regarding the trial in Birmingham. What is important, though, is that we support the black taxis. Some people criticise me for giving too much support for black taxis; others imply that I am not giving enough. It is important to recognise that black taxis are part of public transport and they are iconic. If we want them to stay in use

rather than become a relic, they need the support of the Mayor.

Caroline Pidgeon MBE AM: Is this also something you might consider for light goods vehicles across the GLA and TfL fleets as a short-term fix to try to clean up our fleet as well?

Sadiq Khan (Mayor of London): One of the things that I have been impressed by is how the Crown Estate has used, in relation to logistics, cleaner vehicles. We are speaking to those local authorities that are doing a good job about lessons we can learn, but there is clearly more that we can do. She will remember from the mayoral election some of the ideas I had, which I am hoping to bring to fruition during my mayoralty.

Caroline Pidgeon MBE AM: Thank you very much.

Police response drivers

Question No: 2016/2986

[Caroline Pidgeon](#)

Further to your answer to MQ2016/2343, how many road traffic collisions involving Metropolitan Police Service response drivers were recorded in 2011/12 and 2012/13?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Policing football matches at the Queen Elizabeth Olympic Park

Question No: 2016/2987

[Caroline Pidgeon](#)

What is the anticipated total cost of policing football matches at the London Stadium in the Queen Elizabeth Olympic Park over the coming financial year? Can you confirm if, under the terms of its deal with the London Legacy Development Corporation, West Ham United is obliged to make any contribution to the cost of the police presence required outside its stadium on match days?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Met police - school and community engagement events (1)

Question No: 2016/2988

[Caroline Pidgeon](#)

How many officers and other specialist units have been sent to school or community engagement events outside Greater London over the last four years?

[The Mayor](#)

Please see my response to MQ 2016 / 2989. The MPS does not routinely engage with communities outside of its boundaries, but does work in partnership with surrounding police services in support of each other. However, the MPS does not record the time spent in support of engagement events and thus the specific costs cannot be calculated.

Met police - school and community engagement events (2)

Question No: 2016/2989

[Caroline Pidgeon](#)

What is the annual cost to the Met of supporting school or community engagement events: i) in Greater London; and ii) outside the capital?

[The Mayor](#)

Supporting school and community events is an important part of the MPS community engagement strategy. This is vital in building relations with communities, increasing the flow of community intelligence and ultimately in improving the public's confidence in local policing.

The MPS does not separately record the time spent in support of engagement events and thus the specific costs cannot be calculated.

The MPS does not routinely engage with communities outside of its boundaries, but does work in partnership with surrounding police services in support of each other.

Met's National and International Capital City (NICC) grant

Question No: 2016/2990

[Caroline Pidgeon](#)

How much do you expect the Home Office to contribute to the cost of policing national and international events in London during 2017/18? Will you commit to review the cost of National and International Capital City (NICC) functions annually so that Londoners can see when, and how far, the Government has short-changed policing in London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Custody Nurses - vacancy rate

Question No: 2016/2991

Caroline Pidgeon

How many custody nurses are currently working in the MPS, and how many are needed in total?

The Mayor

Officers are drafting a response which will be sent shortly.

Claims against the Met Police

Question No: 2016/2992

Caroline Pidgeon

Please list the total number of claims made against the Met police by members of the public in each of the last four financial years. Please also include the number of successful claims, and the total sum of compensation paid in each year.

The Mayor

The information for claims against the Metropolitan Police Service by members of the public in the last four financial years is shown in the table below.

A "successful" claim has been defined as one where the claimant was awarded compensation by the court, or the matter was settled by the payment of compensation, with or without an admission of liability. Comparisons should not be made between the number of claims received and the number of successful claims, as the number of claims received does not bear any correlation to the number of "successful" claims in any particular year, given that a typical claim may well take several years to resolve.

Tables showing misfeasance, public liability claims and road traffic claims.

MALFEASANCE CLAIMS	2012 - 2013	2013 - 2014	2014 - 2015	2015 - 2016
Number claims received	555	582	416	387
Number of successful claims	186	204	185	220
Amount of compensation paid	£1,748,488	£2,537,848	£3,748,259	£4,638,800
PUBLIC LIABILITY CLAIMS	2012 - 2013	2013 - 2014	2014 - 2015	2015 - 2016
Number of Claims received	3136	2279	1186	1108
Number of successful claims	331	420	446	368

Amount of compensation paid	<i>£222,507</i>	<i>£372,577</i>	<i>£317,547</i>	<i>£295,740</i>
ROAD TRAFFIC CLAIMS	2012 - 2013	2013 - 2014	2014 - 2015	2015 - 2016
Number of Claims received	2914	2672	1132	1041
Number of successful claims	445	614	302	385
Amount of compensation paid	<i>£1,906,939</i>	<i>£2,919,553</i>	<i>£1,990,462</i>	<i>£1,352,843</i>

Hate Crimes in London

Question No: 2016/2993

Caroline Pidgeon

Please list the total number of hate crimes reported to the Met in each week during July and August 2016.

The Mayor

During the weeks following the Referendum vote I have been receiving daily hate crime reports. London is an overwhelmingly warm, welcoming and tolerant city and, after a period in which there was an increase (compared to the same period in the previous year) in the number of reported hate crimes, that trend is now coming down.

The table below provides data on the number of hate crimes report to the Metropolitan Police Service in each week during July and August 2016.

Hate Crime Strand	01/07/2016 - 07/07/2016	08/07/2016 - 14/07/2016	15/07/2016 - 21/07/2016	22/07/2016 - 28/07/2016	29/07/2016 - 04/08/2016	05/08/2016 - 11/08/2016	12/08/2016 - 18/08/2016	19/08/2016 - 25/08/2016	26/08/2016 - 01/09/2016
Racist and Religious Hate Crime	514	411	418	457	411	331	358	320	257
Faith Hate Crime	51	58	51	62	55	53	46	35	23
Islamophobic Hate Crime	30	34	40	34	37	29	32	22	12
Anti-Semitic Hate Crime	11	17	9	17	10	9	11	6	7
Sexual Orientation Hate Crime	47	68	47	53	46	32	47	37	43
Transgender Hate Crime	8	5	7	4	1	1	6	6	5
Disability Hate Crime	9	7	22	16	14	7	13	6	16

TfL website - language translations

Question No: 2016/2994

[Caroline Pidgeon](#)

Will you consider offering language translations on certain TfL webpages - such as the journey planner and Santander Cycles contact page - to make it easier for overseas tourists and business travellers to plan their journeys and raise enquiries?

[The Mayor](#)

TfL's website has information on services and ticketing in 16 languages at <https://tfl.gov.uk/travel-information/other-languages/>. A wide range of free and effective website translation tools, such as Bing Translator or Google Translate, are now available should customers wish to read further information in another language.

60+ London Oyster Photocard

Question No: 2016/2995

[Caroline Pidgeon](#)

Please provide a breakdown, by year, of the real-term cost of providing the 60+ London Oyster Photocard since its introduction in 2012/13? Please also list the projected cost of funding this concession until 2020.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

I am absolutely committed to maintaining the 60+ concession. It enables all London residents aged over 60 to enjoy the benefits formerly provided by the Freedom Pass before the Government decided to increase the age of Freedom Pass eligibility from 60 in 2010. The Freedom Pass eligibility age had increased to 63 by April 2016 and will reach 66 in 2020.

Please see the table below for the estimated cost breakdown.

	60+ London Pass estimated revenue foregone at 2016 prices £m
2012/13	15
2013/14	23
2014/15	38
2015/16	45
2016/17	55
2017/18	69
2018/19	80
2019/20	88
2020/21	94

Green Dale - protecting open spaces

Question No: 2016/2996

[Caroline Pidgeon](#)

How do you respond to plans to build a new football stadium on part of Green Dale open space in East Dulwich, set to be designated by Southwark Council as a Site of Importance for Nature Conservation? Will you reconfirm your opposition to building on Green Belt land in London?

[The Mayor](#)

Green Dale Playing Fields is designated by LB Southwark as Metropolitan Open Land (MOL). I considered the proposed reuse of part of the MOL for the provision of a new football pitch in accordance with London Plan Policy 7.17. This allows the development of MOL for acceptable uses, such as open air sport and recreation, where they maintain the openness of MOL.

"Toblerone Towers" affordable housing

Question No: 2016/2997

[Caroline Pidgeon](#)

Given your stated goal for 50 per cent of all new homes in London to be affordable, how do you respond to the recent decision by Southwark Council to approve plans for a new skyscraper at Elephant and Castle - nicknamed the "Toblerone Towers" - which includes no affordable housing onsite?

[The Mayor](#)

I believe you are referring to proposed development at the Skipton House site in Elephant & Castle, which was previously commented on by the former Mayor.

In due course Southwark will refer the application to me for my final decision on the case. Clearly I cannot risk prejudicing that decision by commenting further here.

In general, however, I would emphasise my intention to use the full suite of my powers to deliver my manifesto pledge that half of all new homes built across London will be genuinely affordable.

Regeneration of Queen Elizabeth Olympic Park

Question No: 2016/2998

[Caroline Pidgeon](#)

Is it appropriate for the site formerly used as a warm-up zone for athletes during the 2012 Olympics to house four cement and concrete factories? Will you now re-designate this land for alternative uses in order to ensure that public funds spent decontaminating this former industrial site are not wasted, and that the original vision to create Britain's largest urban park is retained?

[The Mayor](#)

The site, known as Bow Goods Yard East, is not in the ownership of the Legacy Corporation or the Greater London Authority, does not sit within the boundary of Queen Elizabeth Olympic Park and was not included in its plans. The site has always been designated in planning as a Strategic Industrial Location and is a safeguarded railhead. This long-term designation is also reflected within the Legacy Corporation's statutory Local Plan (adopted in July 2015). The next opportunity to consider the need for the current designation of the site will be during the review of the Local Plan which is intended to begin in 2018/19. The premises were used on a temporary basis for the athletics warm-up track during the 2012 Olympic and Paralympic Games and these facilities have since been removed; a new community track is now housed alongside the Stadium within the Park. It was always intended that the site be subsequently reinstated to its former use as a rail delivery site and as a protected railhead, its use will help reduce the volume of heavy goods vehicle traffic on London's road network. A planning application for uses such as concrete batching has been formally lodged with LLDC and will be considered by its Planning Committee in due course.

Overseas investment in London's housing market

Question No: 2016/2999

[Caroline Pidgeon](#)

Further to your response to the motion passed by the Assembly on 08 June 2016 concerning overseas investment in London's housing market, will you now commission research into the effects of overseas investment on London's housing market?

[The Mayor](#)

I have asked my team to consider what research to commission and they will be able to update you in due course.

Earl's Court Masterplan (1)

Question No: 2016/3000

[Caroline Pidgeon](#)

Further to your announcement of plans to recruit a team of experts to scrutinise financial viability assessments, will you commit to review the affordable housing contribution made by developers to date as part of the Earl's Court Masterplan?

[The Mayor](#)

Planning permission has been granted for the existing Earl's Court scheme and I do not have the powers to revoke this. However, I have been clear that should a new masterplan application be submitted, I will review this against the policies set out in the London Plan and Supplementary Planning Guidance, including affordable housing contributions.

Earl's Court Masterplan (2)

Question No: 2016/3001

[Caroline Pidgeon](#)

What, if any, discussions have taken place between the GLA, local boroughs and Capital & Counties Properties PLC (Capco) about the density and scale of future developments in the Earl's Court and West Kensington Opportunity Area?

[The Mayor](#)

There have been very preliminary discussions with Hammersmith and Fulham, Capco and GLA without a formal set of plans. Should a new masterplan be put forward, the GLA, local boroughs and the applicant will engage in a pre-application process, which will include public consultation. I have been clear that should an application be submitted, I will review this against the policies set out in the London Plan, including density and scale.

London Living Rent

Question No: 2016/3002

[Caroline Pidgeon](#)

What measure will you be using to assess average local incomes as part of your plans to introduce a new London Living Rent?

[The Mayor](#)

We will be using a measure of household income by borough. Further details of London Living Rent will be published shortly.

GLA Expenses and Benefits - Childcare Loans

Question No: 2016/3003

[Caroline Pidgeon](#)

Will you review the GLA Expenses and Benefits Framework with a view to offering an interest-free childcare loan scheme for all GLA staff, enabling parents to spread the upfront costs of childcare over a longer period of time?

[The Mayor](#)

I have asked the Head of Paid Service to review the framework and make the necessary amendments to include childcare loans. I believe this will be done in 2017.

GLA Expenses and Benefits

Question No: 2016/3004

1 Attachments

[Caroline Pidgeon](#)

Please provide a breakdown of the number of employees who claimed GLA benefits (including season ticket loans, gym membership and rent deposit loans) in the last financial year. Please also include the total cost to the GLA of providing each benefit.

[The Mayor](#)

Please see the table attached as Appendix A. The table is not exhaustive and does not include sponsorship etc. We have only included the main GLA benefits.

London Weighting

Question No: 2016/3005

[Caroline Pidgeon](#)

New research from Loughborough University, commissioned by Trust for London, has calculated that the London Weighting now needs to be £7,700 per year in Inner London and just over £6,200 in Outer London to cover the additional minimum cost of living in London. In view of this finding what steps will you be taking to ensure that the London Weighting keeps pace with rising living costs?

[The Mayor](#)

The Trust for London report is clearly a welcome contribution to an important field. Evidence continues to suggest that London has higher costs than the rest of the UK, and that in order to ensure like-for-like living standards, a wage premium is necessary.

I am in the process of establishing a new team dedicated to economic fairness that will be considering the issue of London Weighting.

Business Improvement Districts

Question No: 2016/3006

[Caroline Pidgeon](#)

What plans do you have to support London's Business Improvement Districts (BIDs)? Please also confirm the current status of the London BIDs Steering Group and wider BIDs programme?

[The Mayor](#)

This area of work will be linked to the new LEP which will decide how best to take forward the recommendations of 'The evolution of London BIDs' report.

The Boston Consultancy Group

Question No: 2016/3007

[Caroline Pidgeon](#)

On TfL's transparency pages it is stated that TfL has a contract for £500k to £1m with the vendor The Boston Consultancy Group. Its activities are listed as 'consultancy support for Group Treasury for all three phases of a financial review of TfL'. Can it be confirmed whether this is the only consultancy work The Boston Consultancy Group are undertaking with TfL at present. If their work involves any other activities within TfL please can their specific activities be listed.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Bus Safety Statistics

Question No: 2016/3008

[Caroline Pidgeon](#)

In your response to my question 2016/2484 you appeared to admit that there had been a 13% increase in serious injuries resulting from bus collisions in London. How do you therefore explain TfL's press release on the 27th June 2016 on bus safety statistics stating there had been a 'six per cent reduction in overall casualties'?

[The Mayor](#)

There has been a six per cent reduction in all types of injury from 1,488 in quarter four of 2015 to 1,399 in quarter one of 2016 as stated in the press release. Collisions that led to people going to hospital, whether treatment was required or not, which is a subset of these figures, rose 13 per cent from 110 to 124.

Cycle superhighways success

Question No: 2016/3009 (Oral)

1 Supplementary Questions

1 Commitments

[Caroline Russell](#)

Given the success of the recently completed cycle superhighway projects, will you increase the cycling budget in Transport for London's next business plan?

The Mayor

Sadiq Khan (Mayor of London): Can I thank you, Assembly Member Russell, for your important question.

I am pleased by the success of the new Cycle Superhighway and Quietway routes. They are helping to transform our city not just for cyclists but for pedestrians, too. We know that the new infrastructure is leading to significant increases in cycling. My plan for investment in walking and cycling will have major benefits for our health and the efficiency of the road network and will help to clean up London's toxic air.

Since I became Mayor, I have agreed for TfL to extend the North-South Cycle Superhighway to Kings Cross, creating safe routes for thousands of cyclists. I have asked TfL to continue with plans for Cycle Superhighway 11. We are also improving junctions and road safety. TfL and the boroughs have plans to deliver safe and attractive cycle routes across London, helping to make cycling a natural choice for Londoners.

I will outline my plans for further investment in walking and cycling as part of TfL's business plan later this year. As you know, I am committed to increasing the proportion of TfL's budget spent on cycling and investing in new routes and this is what I intend to do.

Caroline Russell AM: I am glad that you seem positive about the success of the Cycle Superhighways so far. At the moment, only three outer London boroughs have any Cycle Superhighways in them, even though two-thirds of London's cycling potential lies in these outer London boroughs. Will you commit to seeing through all the routes in the cycling vision portfolio?

Sadiq Khan (Mayor of London): Mr Chairman, we are trying to ensure that we have as many people cycling safely as we can and that we are making it as easy as we can. We do not want to put all of our eggs into the Cycle Superhighway basket. We are considering Quietways. We are also considering extending the Mini Holland initiative. We are currently looking at the responses to the consultations that we have had and we want to be more ambitious than the previous Mayor, who, by the way, was very good in relation to cycling, as was his predecessor. We want to build on that success.

Caroline Russell AM: Mini Hollands are great, but for the people living in boroughs like Barnet and Hounslow, where they are surrounded by massive roads, it is really important that they do see the benefits of more Cycle Superhighways and

routes that get people right across our city.

Moving on to looking at a more individual level, your fares freeze, which you are spending money on, is going to save an average household about £200 over four years. Research shows that every new London cyclist can save about £800 every year. Without more Cycle Superhighways –

Tony Arbour AM (Chairman): Are you going to have a question for the Mayor?

Caroline Russell AM: I have a question here, yes. It is coming. I am just setting the background for the question. Many thousands of Londoners are not going to feel confident taking up cycling and so they will not save this money.

My question: do you agree that cycling can put money back in Londoners' pockets and help people out of transport poverty?

Sadiq Khan (Mayor of London): Yes.

Caroline Russell AM: Great. Fantastic. I will move on to the funding. In last week's Budget and Performance Committee, £100 million of cycling infrastructure funding was recognised as being at risk. TfL's Chief Finance Officer said of the cycling budget:

"That goes into the mix along with everything else [and so you can see Londoners who want to ride bikes are rather worried about this]. Under TfL's current plans, cycling funding will peak in 2017/18 at £166 million. By 2019/20 it will have fallen off a cliff-edge to just £66 million."

My question: will you at least maintain annual spending at 2016/17 levels - £155 million - throughout your mayoralty, thus avoiding the cliff-edge that threatens to stop London's fledgling cycling revolution in its tracks?

Sadiq Khan (Mayor of London): Mr Chairman, I do not like to criticise the researchers who work very hard for Assembly Members. What I want to say to the Assembly Members is that our promise is to increase the proportion of TfL's budget spent on cycling and to invest in new cycle routes. I have already said in answer to a previous question and in answer to Assembly Member Russell's question that I will be publishing TfL's business plan later on this year and that will set out our plan and spending for the next few years. Rather than speculating based on research done by a researcher, let us wait and see what the business plan says.

Caroline Russell AM: I want to pick up on this issue of the proportion that you just raised. You pledged in your manifesto to increase the proportion of TfL's budget spent on cycling and you have just mentioned it again. The same Budget and Performance Committee report states that the funding to support TfL's capital

investment is at risk. Even if you raise the proportion spent on cycling, this could end up as a cut as the overall investment pot will have shrunk. Will you commit today that you will not allow London's cycling budget to be cut in this way?

Sadiq Khan (Mayor of London): I have already said that I will increase the proportion of spending, I have already said that we are going to invest in more cycle routes and I have already said that we will publish our business plan later on this year. There is no point in having a business plan if months in advance I tell you figures that will be in the business plan. That is why we speak to experts, we consult with Assembly Members and we speak to councils to make sure we publish a business plan that is effective and that works. You will see the business plan at the same time as other Assembly Members.

Caroline Russell AM: I hope you understand that Londoners who ride bikes will be very worried by the –

Sadiq Khan (Mayor of London): They are not worried at all. That is not true. Do not scare them. People who ride bikes will be reassured that we will make it safer and easier to cycle. That is my promise. That is the mandate I have. I will make sure we do that.

Caroline Russell AM: OK. We will look forward to it.

Property guardians

Question No: 2016/3010 (Oral)

1 Commitments

[Sian Berry](#)

In light of GLA Group organisations ceasing to employ property guardian companies to secure empty buildings, what is your view on the use of property guardians in public sector buildings compared with other options?

[The Mayor](#)

Sadiq Khan (Mayor of London): Thank you, Chairman. There are 2 million private renters in London and we know that with rents in the capital getting higher and higher, any option that makes renting more affordable will be tempting to many Londoners. This is clearly one reason why some people looking for a place to live consider becoming a property guardian, which often costs less than renting privately. However, while this option may cost less, the guardian may be accepting a weak position in terms of other rights. The GLA group does not currently use property guardians on our own land. In my view, where property guardians are used by property owners, whether public sector or private, the owners should take appropriate steps to ensure guardians understand what they are signing up for.

As you know, I am also working to improve the private rented sector across the board. Although my powers as Mayor over the private rented sector are limited, I am determined to help drive up standards for London's private renters. This is why, for instance, I want to support

boroughs to introduce landlord licensing schemes where they are needed and why my officers are developing plans for a database of rogue landlords. Clearly, building more new, affordable housing is also essential to help private renters, both through building well-managed privately rented blocks and through building new affordable homes for private renters to buy. By building new homes we can start to make housing more affordable in London both by increasing supply and by making sure more of the homes we build are genuinely affordable.

Sian Berry AM: Thank you very much, Mr Mayor, for those answers. I am glad to see that you have comments to make about the lack of rights that people who are property guardians suffer from. You mentioned that the GLA group does not use property guardian companies. I also note from a previous answer you have given to me that TfL did use them but has stopped. Can I ask what evidence was used to review and make that decision?

Sadiq Khan (Mayor of London): There was an issue about the rights guardians have and how much they are told in advance about the rights that they have. A decision was taken not just with GLA property but all property associated with our functional bodies. I do not have the information the Assembly Member is asking for to hand but I am happy to write to her in relation to some information and experience we have in relation to property guardians.

Sian Berry AM: It would be really useful to see more details of that. Thank you. While there is lots of evidence to suggest that some property guardian companies are packing people into properties with poor living conditions, increasingly high rents, in fact, and with minimal rights because they are only licensed and not legally regarded as tenants, I have recent figures from local councils that show that more than 1,000 property guardians now live in publicly owned properties that they own. Can I ask what lessons borough councils who use property guardian companies can learn from the GLA group on this?

Sadiq Khan (Mayor of London): It is not for me to comment on that. I have been tempted a number of times to get involved in local authority issues, but it is not for me to comment on that. I saw, in preparation for today, the work the Assembly Member had done in relation to this area. It is important to be aware of the downside because it can appear attractive. It is a decision for local authorities to take. There may well be good reasons why a local authority goes for a guardian rather than the other modes of tenancy, but it is not for me to comment on how different local authorities manage their portfolio on this particular issue.

Sian Berry AM: Thank you. Hopefully, when the evidence that you send me comes through, we can share that with the local authorities.

What I have also found is that there are hundreds of non-residential public buildings that are empty but there are also many citizens' groups and community groups who want to make use of them as meanwhile spaces. These might be community and cultural organisations struggling to find spaces for their projects or they might be affordable workspace non-profits who would spruce them up and use them for small businesses. On the residential side, there are many people forming co-operatives who might want to make use of flats more ethically than the property guardian companies.

For empty GLA buildings where you do not currently have property guardians, will you look at some of these uses and also encourage councils to explore these meanwhile uses as a better

alternative?

Sadiq Khan (Mayor of London): The Assembly Member is right to raise this issue. If I may just explain for other colleagues who may not be aware of the concerns that are being articulated, there are a number of companies who offer guardian services to Londoners as a way of protecting a vacant property, whether it is residential or commercial. There are other options available, whether it is professional security guards or installation of physical security, alarms or closed-circuit television (CCTV), but she is right to remind us that it can be a win-win if, for example, the community user goes into it with open eyes. It means a vacant property is being used and looked after but also there is a good function coming out of it. That is why I am reluctant to give an injunction from here as to what local authorities may want to be doing with non-residential properties or residential properties and some community good coming out of it.

Sian Berry AM: Thank you. In terms of the GLA group buildings, I have a very long list of organisations who are working on these kinds of initiatives, which I would be very happy to put you in touch with if you are interested in that.

Sadiq Khan (Mayor of London): Yes.

Tony Arbour AM (Chairman): With your happiness, can you end there, please? Your time is up.

Sian Berry AM: Is that correct, Chairman?

Tony Arbour AM (Chairman): They have a clock here and you have a clock.

Sian Berry AM: I was led to understand we might get two minutes' grace.

Tony Arbour AM (Chairman): Yes. We gave you flexibility. All right, you can have a bit more.

Sian Berry AM: I am working on the fact that I just had 50 seconds' grace and I may have one minute and 10 seconds.

Tony Arbour AM (Chairman): OK, I will add that on as well.

Sian Berry AM: Sorry, Mr Mayor.

Sadiq Khan (Mayor of London): The short answer is that I am always happy to look at areas that Assembly Members think are not being done, but it is not for me to defend previous administrations. I am happy to see that list and work with the stakeholders.

Sian Berry AM: That is excellent. My final question is that some properties looked after by property guardians do not even comply with health and safety standards and councils struggle to enforce this. You answered a question of mine that I put on 20 July 2016 on this. Have you since been able to speak to the Department for Communities and Local Government (DCLG) to seek clarification of the law relating to buildings occupied by property guardians and their licensing as houses of multiple occupation?

Sadiq Khan (Mayor of London): In preparation for this, I chased this up. I have asked my

officers to chase up the DCLG about the issue. I understand they are seeking further information from the DCLG. As soon as they write to me, I will write to the Assembly Member.

Sian Berry AM: Thank you very much.

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

Black history month

Question No: 2016/3011 (Oral)

[Sian Berry](#)

How will you promote the awareness of Black history in London during the month of October?

[The Mayor](#)

Black History Month is an important opportunity to remember the massive contribution Black Londoners have made to the capital over the generations.

It's also a great chance to celebrate black history, arts and culture throughout London.

I want our programme of events this year to be the biggest and best ever. And I intend to raise awareness of the celebrations by publicising the events online, using social media to reinforce the message and using the media, especially those with direct links to the minority community.

I'll be doing everything I can to ensure all Londoners are aware that Black History Month is taking place, and encouraging them to attend the events and get involved.

Cycle superhighway 4

Question No: 2016/3012

[Caroline Russell](#)

Construction on this route was originally scheduled to begin in summer 2016 with an opening date of March 2017. However, Transport for London has recently stated that consultation will not even begin until summer 2017. Please could you explain these lengthy delays?

[The Mayor](#)

I understand that consultation on this route was delayed under the previous administration. I'm keen to deliver more high quality Cycle Superhighways, including CS4, as soon as possible and intend to bring forward plans shortly.

The route is being reviewed, including to meet my commitment that lessons are learnt from previous routes, and that design and construction minimises disruption to other road users.

Cycle superhighways network map

Question No: 2016/3013

[Caroline Russell](#)

Will you publish a comprehensive map showing London's network of cycle superhighways so that people can plan their journeys by bike as they plan their tube journeys?

[The Mayor](#)

Yes. TfL will introduce new cycle wayfinding tools to help people plan their cycle journeys. Both the Cycle Journey Planner and TfL's local cycling guides are being updated to incorporate new Cycle Superhighway and Quietway routes. In addition, TfL is currently developing a new online map to highlight the network of cycle routes across London, which will be available in 2017.

Cycle Superhighway junctions

Question No: 2016/3014

[Caroline Russell](#)

Constituents have brought to my attention that vehicles are dangerously blocking traffic on the Cycle Superhighway at a) the junction of Lower Thames St/Byward St and Great Tower St and b) the junction at the north side of Blackfriars Bridge. In order to reduce road danger, will you consider installing yellow boxes and cameras to prevent cars, buses and lorries from blocking these junctions and endangering cyclists?

[The Mayor](#)

I am aware of issues at the two locations you mention and TfL is now investigating ways to prevent traffic blocking the Cycle Superhighway. TfL will review options, including yellow box markings and enforcement action by this autumn.

TfL is monitoring all new Cycle Superhighway infrastructure to ensure it is operating as anticipated.

Beach safety - advice to Londoners

Question No: 2016/3015

[Caroline Russell](#)

Five Londoners tragically drowned recently off Camber Sands. Will you use City Hall communication channels to increase awareness of the dangers of sea swimming amongst London's population?

[The Mayor](#)

I am supportive of the Royal National Lifeboat Institution's Respect the Water campaign, the national drowning prevention campaign. It highlights the risks of the water and gives advice to keep people safe.

Mayor's transport strategy and modal shift

Question No: 2016/3016

[Caroline Russell](#)

Just 34 per cent of Londoners undertake two ten minute sessions of physical activity daily. Travel in London 8 reports that Transport for London has a target of 70% of adults achieving this amount of active travel by 2050. Will your forthcoming transport strategy therefore include mode share targets that ensure this active travel target is met?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

My Transport Strategy document is currently being drafted and will be published for consultation in spring next year. I have asked TfL to consider potential mode share targets as part of this process.

Portuguese on London Underground ticket machines

Question No: 2016/3017

[Caroline Russell](#)

Will Transport for London review its previous decision not to include Portuguese on London Underground ticket machines?

[The Mayor](#)

The addition of an extra language is not possible for existing ticket machines as they would require significant changes to the software. The current machines are now nearly 30 years old and are being gradually phased out.

A new machine is now starting to be rolled out by TfL. At the moment, the language options are the same but TfL is considering the option of including Portuguese as part of the next software upgrade.

Nine Elms cycle bridge

Question No: 2016/3018

[Caroline Russell](#)

If London Borough of Wandsworth's consultation shows the Nine Elms cycle bridge proposals are supported, will you get Transport for London back to work on the project?

[The Mayor](#)

I have said I would like to see more pedestrian and cycle river crossings in London.

I am aware that residents in the Pimlico area have significant concerns about these specific proposal and the impact it could have on the local area, and it is clear that any successful scheme would require support from the affected local authorities.

I would urge Wandsworth to work with Westminster to establish whether there is a viable scheme which both affected local authorities and communities can support.

Mayoral engagement with cycling groups

Question No: 2016/3019

[Caroline Russell](#)

Please provide the names of the cycling groups you have met with so far as you seek to make decisions on how cycling will be funded in the next Transport for London business plan.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

My Deputy Mayor for Transport has met with numerous organisations including cycling groups. TfL also continues to engage with the cyclists and others with an interest in cycling proposals to ensure informed decisions are made about the schemes.

I have been working with TfL to develop a new business plan that supports my commitment to cycling. Details of this plan will be published in due course.

Advisory notices - transport

Question No: 2016/3020

[Caroline Russell](#)

I welcome news that you have directed Transport for London to urgently develop a package of public alerts and signs aimed at increasing awareness of high air pollution. Could these signs also display travel advice to Londoners - for example during periods of heavy congestion - to influence travel choices?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

Thank you for this helpful suggestion. TfL already provides customer information designed to help people avoid congestion and travel differently where they have the feasibility to do so, such as the current innovative trial of information on buses.

It makes sense that where we are alerting Londoners to air pollution we should also suggest those travel options that help minimise pollution. As we develop the air pollution warnings, TfL will look at how best to incorporate travel advice.

Night tube noise (1)

Question No: 2016/3021

[Caroline Russell](#)

Now that the Night Tube has been launched people living next to certain tube lines could suffer from higher noise levels. How is Transport for London monitoring conditions for these residents and what mitigation measures will TfL take to help those adversely affected by increased noise levels and longer hours of operation?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

I am determined that the Night Tube should not mean sleepless nights and I have asked TfL to ensure that it is doing all it can to address noise concerns. So far TfL has been contacted by 25 residents concerned about the level of noise and vibration.

TfL has undertaken significant preparatory work to ensure its rails are in the best possible condition to reduce noise, in addition to its regular and continuous process of renewal and maintenance. The latest technology is also being deployed, for example by installing shock absorbent track fixings in certain areas which help significantly reduce noise and vibration. TfL is also keeping noise from stations, such as public address announcements, to an absolute minimum.

Anyone disturbed by Night Tube should contact TfL's 24/7 Customer Service Centre on 0343 222 1234. Everyone is guaranteed a personal response, including a named contact they can liaise with directly and an effective, speedy investigation of the issue. In most cases, this will involve visits to residents' homes to get more information and to keep them up to date with the action being taken.

Night tube noise (2)

Question No: 2016/3022

[Caroline Russell](#)

Please list all occasions when Transport for London officers have met directly with residents concerned by night tube noise.

[The Mayor](#)

TfL met with residents in Pimlico, Baker Street, Notting Hill Gate, Tottenham Court Road and Woodford about Night Tube noise in August and will meet residents in the Highbury, Seven Sisters and Walthamstow by the end of September/early October.

This is in addition to numerous meetings with local authorities and other stakeholders over the past two years.

The meetings with residents have been constructive, action has already been taken in many cases and they are now urgently making progress on remaining issues. I was pleased to learn that noise in the Notting Hill Gate area has been largely eliminated through the use of new shock absorbent track fixings.

Crossrail to Streatham Station

Question No: 2016/3023

[Caroline Russell](#)

At the London Assembly's Transport Committee meeting on 13 July 2016, the Deputy Mayor for Transport said that consideration of a Crossrail 2 station at Streatham "was ruled out some years ago". Will you make all modelling work relating to Streatham from the 2009-10 Transport for London assessment available to Streatham Action's transport group and to Lambeth Council, to allow comparisons to be made with current data?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

I have asked TfL to forward the findings of the analysis to you.

Mayor's air pollution programmes

Question No: 2016/3024

[Caroline Russell](#)

What is the budget for your air pollution programme for 2016/17, 2017/18 and 2018/19? Please break this down by individual programme.

[The Mayor](#)

The GLA budget for the air quality programme in 2016/17 was £327,000. This was divided as follows:

£205,000 - staffing

£77,000 - London Atmospheric Emissions Inventory and associated analysis

£45,000 - statutory duties including London Local Air Quality Management and planning

In addition to this there was £38,000 in income from our participation in a European air quality project which contributes to staffing cost.

This budget was set by the previous Mayor and will be reviewed as part of the GLA budget prioritisation process to determine the budget in 2017/18 and 2018/19.

In addition to the GLA's budget, TfL has a sizeable air quality programme, including a £20m Air Quality Fund over ten years, including £2m for two Low Emission Neighbourhoods. In July I instructed TfL to increase its contribution to the Low Emission Neighbourhoods programme from £2m to £5m. This enabled five schemes to be progressed benefiting eight boroughs and reflecting my commitment to providing the resources needed to tackle air pollution.

I will be making further announcements on funding for air quality in due course as part of the TfL Business Planning process.

Tube dust - COMEAP health advice

Question No: 2016/3025

[Caroline Russell](#)

What steps has Transport for London taken to update health advice from the Committee on the Medical Effects of Air Pollutants (COMEAP) about tube dust, which was last given in 1998?

[The Mayor](#)

TfL wrote to the Committee on the Medical Effects of Air Pollutants (COMEAP) in May 2016, asking whether they wished to update their advice, and for their opinion about the comparative risks of exposure to dust on the London Underground network, compared to air pollution above ground.

TfL expect that this matter will be discussed at the next meeting of COMEAP, which is due to be held in November 2016.

Tube dust - highest concentrations measured

Question No: 2016/3026

[Caroline Russell](#)

What are the highest measured particle concentrations measured in the London Underground system and where are they?

[The Mayor](#)

TfL is currently carrying out measurements, and expects to publish an updated report this autumn.

Tube dust - latest report

Question No: 2016/3027

[Caroline Russell](#)

Will you publish the latest report held by Transport for London about concentrations of tube dust in the London Underground system?

[The Mayor](#)

Yes. TfL is currently carrying out measurements, and expects to publish an updated report this autumn.

T-charge application

Question No: 2016/3028

[Caroline Russell](#)

How many vehicles by category will be affected by your proposed T-Charge a) in total and b) per day on average?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

TfL will publish this data as part of the upcoming detailed statutory consultation.

T-charge and Berlin LEZ example

Question No: 2016/3029

[Caroline Russell](#)

Why do you propose a daily charge from 2017 for diesel vehicles that have been banned from entering Berlin's Low Emission Zone (LEZ) since 1 January 2010?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

ULEZ extension

Question No: 2016/3030

[Caroline Russell](#)

Will you extend the Ultra Low Emission Zone to the north and south circular roads before September 2020?

[The Mayor](#)

I will shortly be undertaking a second consultation on my proposals to tackle air quality, including extending ULEZ. I am keen to take into consideration any feedback I receive as part of these consultations before making a decision on whether or not to expand ULEZ and the best way to do this.

Air pollution plans - next phase of consultation

Question No: 2016/3031

[Caroline Russell](#)

When do you expect to publish your next consultation document(s) on a) the T-Charge and b) the Ultra Low Emission Zone?

[The Mayor](#)

The second stage of consultation on my new measures to address air quality will take place this autumn. It will include a statutory consultation on the Emissions Surcharge (T-charge) proposal and a high level policy (non-statutory) consultation on how the Ultra Low Emission Zone could be improved.

Sustainable development goals - reducing road deaths and injuries

Question No: 2016/3032

[Caroline Russell](#)

Are you committed to complying with the United Nation's Sustainable Development Goal 3.6 in London (halving the number of deaths and injuries from road traffic incidents by 2020) =, and if so from what baseline?

[The Mayor](#)

London has made good progress in recent years in improving road safety, and this is something I will continue. London has already adopted a target to halve the number of people killed and seriously injured by 2020, in line with the United Nation's Sustainable Development goal, from a baseline of 2005-09, and is on target to achieve this. I will give further consideration to road safety in my Transport Strategy.

Compliance with PM2.5 limits

Question No: 2016/3033

[Caroline Russell](#)

What steps are you taking to ensure that London is fully compliant by 2020 with all PM2.5 air pollution limits set by EU Directive 2008/50/EC?

[The Mayor](#)

I remain concerned about high levels of particulate matter (PM10 and PM2.5) in London which contribute to poor air quality and the associated health effects. The World Health Organisation published figures on 12 May 2016 which showed that London has breached safe levels of PM. The policies I have announced including the T-charge from 2017, an earlier central ULEZ in 2019 and an expanded ULEZ will all benefit PM as well as NO2. I will be setting out further plans and proposals in my London Environment Strategy in due course.

Air pollution implications of an expanded City Airport

Question No: 2016/3034

[Caroline Russell](#)

In light of the Government's decision to approve the expansion of London City Airport, what are the air pollution implications for the local and surrounding areas and for your plans to 'battle London's toxic air'?

[The Mayor](#)

I am not persuaded further expansion of airports within London would be compatible with my aim of achieving legal limits for air quality as soon as possible.

The Secretaries of State for Local Government and Transport approved London City Airport's planning application without the additional protections that my predecessor and I both sought.

However now that expansion has been approved we need to ensure air quality will not be adversely affected. I am therefore glad measures will be put in place by the airport, should it expand, such as the provision of electric power to reduce aircraft engine use on the ground and improvements in the ground vehicles at the airport. There will also be extensive monitoring undertaken and if the airport does not deliver on its commitments not to worsen air pollution I will hold them to account.

Noise implications of an expanded City Airport

Question No: 2016/3035

[Caroline Russell](#)

In light of the Government's decision to approve the expansion of London City Airport, how many more Londoners will live within the new enlarged 57db noise contour, which signifies 'onset of community annoyance'? Please break this down by the boroughs affected.

[The Mayor](#)

I do not have population estimates on a borough basis and there are different ways to estimate the numbers of people who will be affected by noise at this level. The methodology agreed by the Secretaries of State for Local Government and Transport when they granted planning permission for the expansion earlier this year predicted that 39,600 people would fall within the 57db noise contour in 2025 should the airport expand, compared to 26,250 people should it not expand. My preferred methodology predicts a further 21,850 people would fall within this noise contour in 2025, bringing the total number of people likely to be exposed to this level of noise to 61,450.

I do however want to ensure that as many Londoners as possible can benefit from noise insulation and I was therefore pleased that conditions to limit noise were put in place. These do not go as far as I would have liked, but I will continue to make the case to City Airport that it should do all it can to minimise its adverse environmental impacts.

Health implications of third runway at Heathrow

Question No: 2016/3036

[Caroline Russell](#)

What is the anticipated increase in air pollution from the proposed third runway at Heathrow? Please list the anticipated increases from a) road traffic and b) flights. What are the health implications of these increases?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

Road traffic and aircraft movements are significant contributors to poor air quality in the vicinity of Heathrow Airport.

Work on air quality undertaken by the Airports Commission indicated that, without mitigation, an expanded Heathrow would result in the Bath Road adjacent to Heathrow having the worst air pollution in London. The expansion will result in an increase in road traffic from passenger, freight and other activity in the area will contribute to poor air quality. The greater than 50 per cent increase in aircraft movements was estimated by the Airports Commission to increase concentrations of NO₂ by up to 4-8 micrograms and exacerbate air quality problems in the area.

The health impacts of increased air pollution are wide-ranging. Chronic exposure to fine particles contributes to the risks of developing heart and respiratory diseases, while longer-term exposure to high levels of NO₂ can affect lung growth and function in children. Short-term exposure to high levels of fine particles and NO₂ is associated with increased respiratory and cardiovascular hospital admissions.

I am determined to improve air quality across London and the environmental impacts are one of the reasons that I oppose the expansion of Heathrow Airport.

Landlord Licensing - energy efficiency

Question No: 2016/3037

[Caroline Russell](#)

Should the Mayor succeed in gaining the power to approve borough landlord licensing from the Secretary of State, will you encourage boroughs to use these schemes to improve energy efficiency and set high standards for private landlords?'

[The Mayor](#)

I will consider these and other objectives if the powers are devolved.

Energy for Londoners - progress

Question No: 2016/3038

[Caroline Russell](#)

Could you provide a timeline and an update on progress towards setting up a fully licensed supply company, as part of Energy for Londoners, that is able to sell energy directly to London's residents and businesses?

[The Mayor](#)

Solar power generation on schools - RE:FIT (1)

Question No: 2016/3039

[Caroline Russell](#)

With reference to question 2015/1548, your predecessor stated that solar PV on London schools will be one of the priorities of the Mayor's public sector retrofit programme, RE:FIT. Is this still the case and what are the deployment targets for 2016/17?

[The Mayor](#)

Yes, there is a continued focus on rolling out a solar PV programme alongside other energy conservation measures throughout London's schools.

Solar power generation on schools - RE:FIT (2)

Solar power generation on schools - RE:FIT (2)

Question No: 2016/3040

[Caroline Russell](#)

What is the budget within the RE:FIT programme for deploying solar PV on London schools during 2016/17?

[The Mayor](#)

Solar PV in schools is an identified key target for RE:FIT but does not have a specific budget heading. This gives the programme team flexibility to optimise delivery.

Schools and community energy

Question No: 2016/3041

[Caroline Russell](#)

What role do you see London schools playing in delivering your manifesto pledge to support community energy enterprises?

[The Mayor](#)

Schools have great potential to work closely with community energy enterprises, for example to install solar photovoltaics on their rooftops. This can be facilitated through initiatives such as the RE:FIT programme. Both schools and community groups have an important role engaging London's pupils with the issues surrounding reducing energy demand and clean energy supply to reduce greenhouse gas emissions.

Audit of public sector for renewable energy generation

Question No: 2016/3042

[Caroline Russell](#)

As part of your manifesto commitment to 'make the most of the city's roofs, public buildings and land owned by TfL for energy generation by producing a solar energy strategy', will you consider extending your audit of Transport for London land for solar and renewable energy generation to all public sector buildings in London, including schools?

[The Mayor](#)

Yes. My officers are working with TfL to review opportunities for solar photovoltaics in particular on their buildings. We shall work with the other functional bodies as well to identify and deliver further opportunities for solar energy and other renewables on the wider GLA Group estate. Furthermore we are scoping the development of a London-wide tool to estimate potential for solar energy at a building level, which could potentially be used to assess public buildings, including schools.

Solar PV - potential along Overground trackside

Question No: 2016/3043

[Caroline Russell](#)

In answer to 2016/2462 you stated that 'TfL continues to investigate the feasibility, appropriateness and cost-effectiveness of deploying this technology'. Will you provide me with a) the scope of this feasibility work b) a timescale for completion and c) a pledge to publish the analysis of key sites where solar power generation could be deployed?

[The Mayor](#)

TfL continues to look at how best to install additional solar generating capacity on its estate, and is working closely with the RE:FIT London programme.

Initial analysis of potential types of location indicates that mounting solar panels on the roofs of existing and new buildings is the best way to maximise the amount of clean energy generated for the capital investment required. TfL will now focus on developing detailed schemes for roof-mounted solar.

Although TfL owns significant amounts of track on the Underground, DLR and Tram networks, most of the tracks used by London Overground are owned by Network Rail (NR). It would therefore be for NR to develop its own plans for installing trackside solar generating equipment on the Overground network. TfL would of course be open to a discussion with NR.

I am delighted to have recently appointed Shirley Rodrigues as my Deputy Mayor for Environment and Energy. She will be leading the development of a solar plan, which will be incorporated into the London Environment Strategy, for the whole GLA family, to which TfL will contribute as its plans develop.

London Waste and Recycling Board

Question No: 2016/3044

[Caroline Russell](#)

The reports page of the London Waste and Recycling Board (LWARB) website currently shows no reports that have been published since its inception. Is this correct? If incorrect, can you provide a list of all reports commissioned by LWARB, and ensure that they are publicly accessible on the LWARB website?

[The Mayor](#)

The LWARB website is under construction and still being populated. Once completed LWARB will ensure that a full list of publically available reports is shown on the reports page.

In the meantime all non-confidential papers and reports are available on the website on the relevant web pages e.g. Boards and Committees

Local Flood Risk Management Strategy - London boroughs

Question No: 2016/3045

[Caroline Russell](#)

Thank you for your answer to 2016/2459 in which you stated that you expect several London boroughs not to have completed their Local Flood Risk Management Strategy (LFRMS). Which London boroughs have not completed their LFRMS?

[The Mayor](#)

I am grateful to the Environment Agency who have informed me that as of July 2016, 11 London Boroughs had not yet published final Local Flood Risk Management Strategies. Those boroughs are:

- Harrow
- Hammersmith & Fulham
- Westminster
- Barnet
- Haringey
- Islington
- Barking & Dagenham
- Hackney
- Tower Hamlets
- Bexley
- Greenwich

Divestment from fossil fuels pledge - LPFA

Question No: 2016/3046

[Caroline Russell](#)

I welcome your election manifesto commitment to 'take all possible steps to divest the London Pension Fund Authority of its remaining investments in fossil-fuel industries'. Since coming to office, what specific steps have you taken with the LPFA towards the delivery of this commitment?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Future of Crystal Palace Park and National Sport Centre (1)

Question No: 2016/3047

[Caroline Russell](#)

Will you ensure that the Crystal Palace Sports Partnership is involved in the tender process for the National Sports Centre if the contract is extended or re-tendered, including with writing the specification and interviewing the companies?

[The Mayor](#)

In undertaking any future procurement exercise, input from the Crystal Palace Sports Partnership and other relevant organisations will be taken into consideration when producing the brief.

Future of Crystal Palace Park and National Sport Centre (2)

Question No: 2016/3048

[Caroline Russell](#)

Based on new evidence on matters such as the use of sporting facilities at the National Sports Centre, if you decide to proceed with redeveloping the site, will you seek to develop and consult on new options?

[The Mayor](#)

When developing any future procurement brief, input from the previous public consultation exercise undertaken by CSM plus subsequent input from relevant parties would be taken into consideration. It is expected that this would produce a number of new and wide ranging options for evaluation.

British Lung Foundation's Battle for Breath report

Question No: 2016/3049

[Caroline Russell](#)

The British Lung Foundation's 'Battle for Breath' report showed that the most deprived communities in London are exposed to the most air pollution and are also the most likely to die from a lung condition. How will you ensure your air pollution plans protect the most vulnerable Londoners' lungs?

[The Mayor](#)

The package of measures I consulted on in July include proposals for zero Low Emission Bus Zones, a T-charge in 2017 and an expanded ULEZ. These measures will benefit all Londoners, including the most vulnerable.

In addition, in August I announced my plans for air quality alerts on 2,500 bus countdown signs and at all Tube stations during high and very high pollution episodes. I will also be providing funding to airTEXT to improve the range of their forecasts from three days to five days. While this benefits all Londoners it will be particularly useful for the most vulnerable and those with pollution-affected medical conditions.

I will be setting out further plans and proposals in my London Environment Strategy in due course, which will explicitly consider how best to tackle the health inequalities caused by air pollution.

Schools and air pollution monitoring

Question No: 2016/3050

[Caroline Russell](#)

The latest statistics from Transport for London showed that 443 London schools are located in areas of illegally high pollution. As part of your air pollution plans, will you look at the feasibility of installing continuous monitoring equipment outside these schools to ensure that parents and teachers have the information they need to protect children's growing lungs?

[The Mayor](#)

London has one of the most extensive monitoring networks of any world city. This widespread monitoring enables us to accurately model pollutant concentrations in the entire city in the London Atmospheric Emissions Inventory. This is the data that was used to calculate the statistics that you refer to in your question.

Whilst there are significant costs attached to installing automatic continuous monitors (NO₂ monitors along can cost around £30,000 to install and £15,000 a year to run), we are very keen to support further monitoring in schools where possible. There are a number of trials of lower cost monitors underway in schools and other locations London (including one by the London Legacy Development Corporation), and we plan to assess the available technology to see how best we could deliver more monitoring in schools.

I agree that awareness about air quality levels is exceptionally important. This is why I have launched my London-wide alerts programme which will notify people of high pollution incidents at tube stations, bus stops and via social media. In addition to this, I am putting in place a process to directly warn and advise schools when a high pollution incident is forecast.

Diesel vehicle scrappage scheme

Question No: 2016/3051

[Caroline Russell](#)

What meetings have you had and what progress has been made with UK Government ministers in seeking funding for a diesel vehicle scrappage scheme?

[The Mayor](#)

I have met with UK Government ministers including the Chancellor and Secretary of State for Environment and Rural Affairs and have made clear the urgency of tackling the dieselisation of the vehicle fleet if London is to successfully address its air pollution crisis, including a national diesel scrappage scheme.

My call for a national diesel scrappage scheme recently received widespread support from Londoners and Government now needs to listen to them and make it happen. TfL will be reporting to me in the autumn with a firmer proposal and I will be discussing this with UK Government ministers in due course.

London Waterways Commission

Question No: 2016/3052

[Caroline Russell](#)

The GLA website states that the 'Mayor has yet to consider the future and new chairmanship' of the London Waterways Commission. What is the proposed timescale for a decision?

[The Mayor](#)

My Deputies for Planning, Housing and Transport will be advising me on the general approach to waterways issues, including the future of the Commission, in the coming weeks.

Resident involvement in plans for Lambeth Housing Zone

Question No: 2016/3053

[Sian Berry](#)

Before releasing funds for the Lambeth Housing Zone, will you ensure that a) Lambeth Council runs a full and transparent consultation on plans for the estates involved, including options put forward by resident groups and b) no option is pursued without majority resident support?

[The Mayor](#)

Lambeth Housing Zone

Question No: 2016/3054

[Sian Berry](#)

How many homes are expected to be a) built and b) demolished as part of the Lambeth Housing Zone? Please break these figures down by tenure.

[The Mayor](#)

A total of 1,582 homes are being built as part of the Lambeth Housing Zone of which 492 will be at council rent, 372 affordable rent and 718 will be market sale.

A total of 240 homes are to be demolished as part of the Lambeth Housing Zone. These comprise 159 council tenanted, 76 leasehold and 5 freehold homes. The 159 council tenanted homes will be more than replaced by new council rented homes as mentioned above.

Housing Zones and estates (1)

Question No: 2016/3055

[Sian Berry](#)

Thank you for your answer to question 2016/2412. Will the updated Housing Zones brochure include details of how many homes are expected to be demolished on estates within each zone?

[The Mayor](#)

We are not currently looking to update the Housing Zones brochure.

Housing Zones and estates (2)

Question No: 2016/3056

[Sian Berry](#)

Thank you for your response to question 2016/1592. When will the updated information I requested on estate regeneration in Housing Zones be made available on the GLA's housing delivery programme web pages?

[The Mayor](#)

We will be reviewing and updating all of the information released through our website, as this information becomes available.

Landlord licensing

Question No: 2016/3057

[Sian Berry](#)

What progress have you made in asking the new Secretary of State for Communities and Local Government for powers over borough landlord licensing schemes and tenancies?

[The Mayor](#)

I am discussing a range of issues with the government and will provide an update in due course.

Key worker housing on NHS sites (1)

Question No: 2016/3058

[Sian Berry](#)

Thank you for your answer to question 2016/2417. What progress have you made in discussing with the NHS whether a proportion of homes on NHS land can be reserved for health service workers?

[The Mayor](#)

Officers are working closely with the Department of Health to develop proposals for how NHS land can be better used to build homes for healthcare staff, and the Department is in the process of identifying sites to deliver a portfolio of new homes.

Key worker housing on NHS sites (2)

Question No: 2016/3059

[Sian Berry](#)

What NHS sites have you identified for key worker housing?

[The Mayor](#)

Officers are currently working with the Department of Health to explore mechanisms and opportunities for the provision of homes for NHS staff.

New viability methodology

Question No: 2016/3060

[Sian Berry](#)

When will the new viability methodology for developments as part of your new housing Supplementary Planning Guidance be published and consulted upon?

[The Mayor](#)

My Affordable Housing and Viability SPG will be out for consultation this autumn for three months.

New London Plan

Question No: 2016/3061

[Sian Berry](#)

Will you make a commitment to early, effective, meaningful and continuous engagement that enables Londoners to work with you and officers in the co-production of the new London Plan?

[The Mayor](#)

I am committed to ensuring Londoners have opportunities for effective and meaningful engagement in the preparation of the London Plan subject to the procedural requirements associated with this, including timetabling. As well as the formal stages of preparing the Plan, I am putting in place less formal opportunities for engagement this autumn. These are likely to include an indication of the direction of travel for all my strategies, including the London Plan, which will allow Londoners to help to shape and refine my priorities.

Empty GLA Group properties

Question No: 2016/3062

[Sian Berry](#)

Thank you for your response to my question 2016/1944. How many of the properties owned by a) GLA b) MOPAC/MPS c) LFEPA/LFB and d) TfL have been vacant for six months or longer?

[The Mayor](#)

- (a) 7 GLA properties have been vacant for six months.
- (b) 120 TfL properties have been vacant for six months.
- (c) 5 LFEPA properties have been vacant for six months.
- (d) 16 MPS properties have been vacant for six months.

Supported housing underspent budget

Question No: 2016/3063

[Sian Berry](#)

The GLA's Care and Support Specialised Housing Fund is currently underspent. Will you consider altering the conditions for Phase 2 funding to allow for bids that do not include private partners and to enable a wider range of bidders, such as co-operatives and co-housing groups?

[The Mayor](#)

The remaining funding that was not originally allocated under phase 2 of the MCSSHF is now open to all bidders, both for private housing and affordable housing projects to provide specialist housing for older persons and disabled adults.

Capital funding support for domestic violence refuges

Question No: 2016/3064

[Sian Berry](#)

Will you consider releasing GLA housing funds and public land to provide new refuges and supported homes for those escaping domestic violence?

[The Mayor](#)

Affordable housing funding has been made available for supported accommodation, including domestic violence refuges, in the past and it is anticipated that such funding will be made available through any future affordable housing programmes.

Operation Shield evaluation

Question No: 2016/3065

[Sian Berry](#)

The Community Development Foundation announced on 18 December 2015 that it would be closing at the end of March 2016. Who will be writing the evaluation of the Shield pilot that you have said will be published in the latter part of 2016?

[The Mayor](#)

MOPAC's Evidence & Insight team continue to be responsible for conducting and publishing the evaluation of the Shield pilot.

National Police Chief's Council review of drone guidelines (1)

Question No: 2016/3066

[Sian Berry](#)

On 19 July 2016, at the Police and Crime Committee it was stated that the National Police Chiefs' Council would be producing and consulting upon new national police guidelines for the use of unmanned aerial vehicles (drones) in the policing of certain crimes.

a) What is the timetable for these guidelines and when will consultation with the public take place?

b) Will the Met be using its public communication channels to provide information to Londoners about this consultation and encourage them to respond?

[The Mayor](#)

a) The guidelines have been circulated to all Forces via Chief Constables.

b) The NPCC consultation is for Police Forces and not a public review. Once the MPS have assessed the implications of the guidelines, they will take a view on what information should be provided to the public.

National Police Chief's Council review of drone guidelines (2)

Question No: 2016/3067

[Sian Berry](#)

On 19 July 2016, at the Police and Crime Committee it was stated that the National Police Chiefs' Council (NPCC) would be producing and consulting upon new national police guidelines for the use of unmanned aerial vehicles (drones) in the policing of certain crimes.

a) Will the Information Commissioner's Office and the CCTV Commissioner be consulted on these guidelines

b) Will a Privacy Impact Assessment be carried out?

If not, will you press the NPCC to take these steps?

[The Mayor](#)

This is a matter for NPCC.

Metropolitan Police Service use of drones (1)

Question No: 2016/3068

[Sian Berry](#)

For which crimes and in what situations is the Metropolitan Police Service currently considering seeking permission to use unmanned aerial vehicles (drones)?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Metropolitan Police Service use of drones (2)

Question No: 2016/3069

[Sian Berry](#)

Will you confirm that the Metropolitan Police Service will not be seeking to equip unmanned aerial vehicles (drones) with any equipment other than cameras?

[The Mayor](#)

The MPS currently only uses drones equipped with cameras. Some consideration has been given to the use of geo-mapping devices for recording crime and incident scenes such as the use of 3D imaging. No plans are currently in place to expand beyond the use of digital cameras however it is possible that new applications of drones will be proposed in the future. Any expansion into these areas will be the subject of impact and risk assessments and the appropriate safeguards.

Metropolitan Police Service staff short haul flights (2)

Question No: 2016/3070

[Sian Berry](#)

Thank you for your answer to question 2016/2431. How many flights were authorised on a Business Group level by a senior member of the Metropolitan Police Service in the years 2013, 2014 and 2015?

[The Mayor](#)

The majority of these flights will be as a result of officers providing protection for principals who will be required to travel with their principal whichever form of transport they choose to use.

The Metropolitan Police Service will always purchase the most economical ticket at the best value in line with the instructions of the authorising Senior Officer.

In respect of short haul flights these are recorded by the MPS travel provider as within the UK and Europe. Please see table below:

Teams	Year 2013	Year 2014	Year 2015
Specialist Operations	1,736	1,212	815
Specialist Crime and Operations	598	630	301
Territorial Policing	132	80	33
Other*	96	66	13

*Other includes HR, Finance, PSD, Training, SSS, NPCC, MOPAC

MPS staff short haul flights (3)

Question No: 2016/3071

[Sian Berry](#)

Thank you for your answer to question 2016/2431. What was the total cost of flights authorised by a senior member of the Metropolitan Police Service in the years 2013, 2014 and 2015?

[The Mayor](#)

The majority of these flights will be as a result of officers providing protection for principals who will be required to travel with their principal whichever form of transport they choose to use.

The Metropolitan Police Service will always purchase the most economical ticket at the best value in line with the instructions of the authorising Senior Officer.

In respect of short haul flights these are recorded by the MPS travel provider as within the UK and Europe.

The total costs of short haul flights per year were:

2013	£683,892.80
2014	£573,699.71
2015	£300,849.52

Met Police officers and staff retiring or resigning (2)

Question No: 2016/3072

[Sian Berry](#)

Thank you for your response to my question 2016/2436. Under what 'exceptional circumstances' have the 29 Metropolitan Police Service staff and officers been allowed to retire or resign since January 2015?

[The Mayor](#)

The figures provided in response to Q2016/2436 detailed that in 2015, 20 Officers and 8 staff resigned; and 1 staff member retired 'whilst they were the subject of an arrest, summons, charge or criminal court proceeding'.

Police Staff are subject to Employment Law and may resign at any time - they do not need to cite exceptional circumstances.

Of the 20 Officers, 13 were the subject of Regulation 10A of the Police (Conduct) Regulations 2012 (introduced by Government in January 2015 to prevent officers from resigning or retiring until any gross misconduct case has concluded or has found that the officer will not face a gross misconduct hearing). There is provision, within the regulations for an officer to appeal to the Metropolitan Police Service (as the Appropriate Authority) citing 'exceptional circumstance' or 'that they are medically unfit to continue to be the subject of any proceedings brought under the regulations.' It is for the officer concerned to make their case and the Metropolitan Police Service considers these circumstances against the public interest of concluding the disciplinary process. The Metropolitan Police Service may consent to a notice to resign or retire where they are satisfied that exceptional circumstances exist, which justify such consent.

The 7 remaining officers were allowed to retire/resign as there was no prohibition to them doing so under regulations and the suspension criteria under reg 10(4)(b)(ii) of the Police (Conduct) Regulations 2012 were not met.

Of the 13 Officers, 5 were Police Officers and 8 Members of Special Constabulary (MSC).

Police Officers - 2 cited medical evidence and 3 exceptional circumstances.

MSC - 1 cited medical and 7 exceptional circumstances.

Each case is judged on its own unique merits and often such representations are personal and confidential. When assessing MSC applications to retire/resign, their volunteer status is considered as part of this process.

The representations received in relation to Regulation 10A generally include: the impact upon family life, financial, medical, welfare and professional considerations.

Idling Police Vehicles (2)

Question No: 2016/3073

[Sian Berry](#)

Thank you for your response to my question 2016/2405. Your predecessor said that the In-Vehicle Mobile Application would be rolled out by August 2016. What has led to the delay?

[The Mayor](#)

The delays were due to the difficulties in ensuring that officers had access to secure systems, with appropriately safeguarded information, whilst on patrol and on response. These technical difficulties have now been overcome and the new target of a roll out in August 2017 is on track.

Safer Schools Officers

Question No: 2016/3074

1 Attachments

[Sian Berry](#)

How many Safer Schools Officers are assigned to a secondary school in London? Please provide your reply in table format with a breakdown of the total number of secondary schools and the total number of officers in each borough.

[The Mayor](#)

As shown in the table attached as Appendix B, there are approximately 282 safer schools officers spread across London as of April 2015, with 128 covering inner London schools and 154 covering outer London schools. Safer Schools police officers have responsibility for at least two schools / secondary educational centres.

Hate crime statistics

Question No: 2016/3075

[Sian Berry](#)

The MOPAC dashboard showing hate crime statistics does not differentiate between racist and religious hate crimes. Will you be reviewing the way hate crime data is recorded and published?

[The Mayor](#)

Hate crime is defined as 'any criminal offence which is perceived, by the victim or any other person, to be motivated by hostility or prejudice towards someone based on a personal characteristic'.

The police record crimes as hate crimes if the victim mentions that the offender was motivated by one of the five defined hate crime strands:

race or ethnicity;

religion or religious beliefs;

sexual orientation;

disability;

and gender identity.

The MPS use 'flagging' of offences in order to identify the number of offences across these hate crime strands - with a Racist and Religious crime grouping as one of these used on the MPS crime recording system.

The MOPAC hate crime dashboard allows differentiation via the inclusion of 'Faith hate crime' - these are specifically offences where the offender demonstrates hostility or is motivated by hostility towards the victim of the offence based in whole or in part by their membership (or presumed membership) of a racial or religious group.

Hate crime in the workplace (1)

Question No: 2016/3076

[Sian Berry](#)

Will you supply data on how many hate crime reports concern incidents that have occurred in workplaces?

[The Mayor](#)

I will not tolerate hate crime against anyone, anywhere: be that on the street or in the work place. I would expect any responsible employer to have in place appropriate policies and procedures for dealing with such incidents, and I would also encourage anyone who is a victim of, or a witness to, hate crime, to report it to the police wherever it occurs.

While the location of a crime may be identified as a business premises, it is not currently possible to accurately retrieve data from the MPS systems to identify whether an incident has occurred in either a victim's or perpetrator's place of work. This level of detail may or may not be captured in the free text entry of the crime report, but it cannot be easily interrogated.

Hate crime in the workplace (2)

Question No: 2016/3077

[Sian Berry](#)

When an online hate crime takes place during work time is the offender's employer informed?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Hate crime in the workplace (3)

Question No: 2016/3078

[Sian Berry](#)

What engagement is taking place between the Metropolitan Police Service and workplaces in London about hate crime, including prevention work, reporting, detection and dealing with suspects and offenders?

[The Mayor](#)

I will not tolerate hate crime against anyone, anywhere: be that on the street or in the work place. I would expect any responsible employer to have in place appropriate policies and procedures for dealing with such incidents, and I would also encourage anyone who is a victim of, or a witness to, hate crime, to report it to the police wherever it occurs.

Businesses are an important part of the community and the MPS engages with them as part of their broader community reassurance work. In addition, individual businesses have received advice on how to identify and report hate crime and on personal safety through the Police and Security Initiative and the Business Crime Hubs.

As part of the planning for high profile events, the MPS also engages with businesses to offer tactical advice to help ensure people's safety. E.g. In the wake of the Orlando attack, LGBT venue owners were briefed by the Commissioner in preparation for Pride London.

Female police recruits finishing training

Question No: 2016/3079

Sian Berry

What proportion of female recruits who start police officer training leave without completing the course? Please present this answer in a table for the years 2011, 2012, 2013, 2014 and 2015 including a comparison with a) the proportion of male recruits and b) police officer recruits as a whole?

The Mayor

The total number of recruits and female and male attrition is provided in the table below.

Attrition is very low for both female and male recruits and the vast majority go on to complete their training.

	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Grand Total
Attrition of Females within 19 weeks from start date	0	2	5	13	8	2	30
Attrition of Males within 19 weeks from start date	3	6	4	24	22	7	66
Female recruits	384	121	572	870	463	168	2579
Male recruits	955	243	1288	2179	1069	387	6121
Total recruits	1339	364	1860	3049	1532	555	8699

Gender blind interactions with City Hall

Question No: 2016/3080

Sian Berry

Thank you for your response to question 2016/1936. Why did your recent Clean Air consultation only offer male and female gender options when collecting data and views from Londoners?

The Mayor

Demographic data collected for research purposes by the GLA is the same as collected by the Office of National Statistics (ONS). This harmonisation extends to nearly all major government surveys, and provides a standard means of collecting information. By using the same questions we are able to understand whether the responses we receive is reflective of the London population. The ONS will test new wording for the gender question next year with a view to including it on the 2021 Census. Ahead of this, City Hall is reviewing the wording of the gender question in order to be more inclusive of non-binary, intersex and transgender people and will seek to apply the change shortly.

Black History awareness

Question No: 2016/3081

[Sian Berry](#)

How will you support local groups and community organisations in London to provide black history education and awareness throughout the year?

[The Mayor](#)

While it is important for us to celebrate Black History Month in October, it is equally vital that our engagement with the Black community is sustained throughout the entire year, and focuses on those issues of real interest and concern to them.

At the moment my Community Relations team is busy engaging with a number of key Black community organisations to find out how we can work with them to address education and health inequalities, tackle gang-related violence and raise aspirations, especially among the young.

Moreover, one of the tasks of my new Deputy Mayor for Social Integration, Social Mobility and Community Engagement will be to liaise with our Community Relations team to ensure their activities feed into the wider efforts to create a more cohesive, integrated city built on respect and trust.

Pre-Notting Hill Carnival police operations (1)

Question No: 2016/3082

[Sian Berry](#)

How many people were arrested in targeted Metropolitan Police operations before the Notting Hill Carnival in 2016?

[The Mayor](#)

Police executed over 200 search warrants across London to target and disrupt those intending to use the Notting Hill Carnival as a cover for committing crime or violence.

55 people have been arrested as part of Operation Vitality; the intelligence-led operation designed to keep the 50th Notting Hill Carnival safe for both those attending and those taking part in the celebration.

As part of this operation, officers in Lambeth executed 11 warrants, with five individuals arrested on suspicion of possession of ClassA drugs, and two for possession of ClassB drugs. Approximately £2,000 in cash was also seized.

A raid in Barnet resulted in officers recovering a firearm, with four individuals being arrested. Another raid on the same borough saw two suspects arrested on suspicion of possession of ammunition and possession with intent to supply ClassB drugs.

Officers also seized two machetes from an address in Camden.

Operation Vitality ran in tandem with the Met's Trident Gang Crime Command which provides enhanced intelligence, enforcement and diversion activity for the most harmful gang members in London.

Pre-Notting Hill Carnival police operations (2)

Question No: 2016/3083

[Sian Berry](#)

How many people were arrested in targeted Metropolitan Police operations before the Notting Hill Carnival in the years 2013, 2014 and 2015? Please provide information in a table showing how many of the people arrested were a) convicted b) released without charge c) subject to no further action.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Football match policing

Question No: 2016/3084

[Sian Berry](#)

How many Metropolitan Police officers were injured whilst policing football events (including matches) in the years 2013, 2014 and 2015?

[The Mayor](#)

Information on Police officers injured whilst policing football events is not available without extensive manual searching and collation. Police officer injuries are recorded on the MetAir system. This records officer details, nature of the injury and location. The location data does not specify football related injuries in a way that can be easily searched.

Neighbourhoods of the Future

Question No: 2016/3085

[Sian Berry](#)

Where can residents find out the progress of the eight Neighbourhoods of the Future schemes detailed as part of the Go Ultra Low City scheme bid in Oct 2015? Could details of plans for each centre and progress reports be published?

[The Mayor](#)

An update on the Go Ultra Low City Scheme will be provided to the London Councils Transport and Environment Committee on 11 October 2016.

Papers for this meeting are made public on the London Councils website in advance of the meeting.

Dementia-friendly London (1)

Question No: 2016/3086

[Sian Berry](#)

Dementia is the most feared disease amongst adults over 55. How are you making sure that the London Health Board is addressing the challenges of dementia?

[The Mayor](#)

I am currently reviewing the London Health Board terms of reference and membership and have asked current members for their views which we will discuss at the next meeting in October.

Dementia-friendly London (1)

Dementia-friendly London (2)

Question No: 2016/3087

[Sian Berry](#)

People living with dementia in London face huge inequalities in the levels of support they get in different boroughs. How is the London Health Board addressing this to make sure that everyone has equal access to the support they need to live well?

[The Mayor](#)

Please see my response to MQ 2016 / 3086.

Campaign against litter

Question No: 2016/3088

[Sian Berry](#)

A constituent has contacted me concerned about litter in London. Will you consider running a London-wide campaign to discourage littering?

[The Mayor](#)

At the moment there are no plans to run a city wide campaign about litter in London. However, my officers are continuing to engage with key stakeholders in this area, such as the Thames Litter Forum, the Port of London Authority, Thames 21 and Keep Britain Tidy. Full consideration of this important agenda item, and how best City Hall can add value, will be taken during the drafting of the London Environment Strategy.

MPS and the Export Control Order 2008 (1)

Question No: 2016/3089

[Sian Berry](#)

How many Metropolitan Police officers are working to enforce the Export Control Order 2008?

[The Mayor](#)

HM Revenue & Customs (HMRC) and the Crown Prosecution Service (CPS) are responsible for investigating and prosecuting exporters who do not comply with export control legislation. therefore Metropolitan Police Service involvement is not specifically recorded.

MPS and the Export Control Order 2008 (2)

Question No: 2016/3090

[Sian Berry](#)

What did the Metropolitan Police Service do to ensure that the DSEI 2015 arms fair complied with the Export Control Order 2008?

[The Mayor](#)

Please see my response to MQ 2016 / 3089.

MPS and the Export Control Order 2008 (3)

Question No: 2016/3091

[Sian Berry](#)

What other organisations or government departments are the Metropolitan Police Service working with to ensure the DSEI 2017 arms fair will be compliant with the Export Control Order 2008?

[The Mayor](#)

Please see my response to MQ 2016 / 3089.

MPS and DSEI arms fair

Question No: 2016/3092

[Sian Berry](#)

What was the cost of policing the 2015 DSEI arms fair? Can you break this down by:

- a) Police officer shifts
- b) Police staff shifts
- c) Opportunity costs
- d) Overtime costs
- e) Non-pay costs
- f) Amount of costs recovered from event organisers

[The Mayor](#)

The costs of policing the arms fair itself lies with the organiser. Due to demonstrations in previous years, it is reasonable for the MPS to anticipate similar protests at these types of events and it falls within core policing duties for the MPS to provide security for areas around the footprint of the fair. The aim of this is to ensure a safe and peaceful event can take place and to enable those not protesting to carry on as normal.

The costs of policing the DSEI arms fair are broken down as follows (separated as per the question):

- a. Police officer shifts total cost in plain time (assuming 8 hour tour): £1,033,423
- b. Police staff shifts total cost in plain time (assuming 8 hour tour): £3,104
- c. There were no clear opportunity costs
- d. £72,757
- e. No costs incurred
- f. There were no charges to organiser as all policing took place outside of the event footprint. In addition, all duties performed by police fell within the definition of core police responsibilities.

MPS/TfL Traffic Law Enforcement Annual Report

Question No: 2016/3093

[Sian Berry](#)

In January 2016, at the London Police and Crime meeting the MPS/TfL Traffic Law Enforcement Annual Report was expected to be available shortly. Will you commit to publishing the report as soon as possible? Please give the expected publication date.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

The report will be published in October 2016.

Hit and run casualties

Question No: 2016/3094

1 Attachments

[Sian Berry](#)

Could you report the number of casualties relating to hit and runs in 2015, with a breakdown by a) road user mode b) severity type c) borough and d) whether there was a prosecution? Please present information in table format.

[The Mayor](#)

Like you I am passionate about road safety and have campaigned on this issue for many years. Road safety is a vital issue and more 20mph zones would help reduce both the risk and severity of collisions as well as encouraging more people to walk and cycle, which is why I have made a commitment to encourage the roll out of 20mph zones across the city by backing the '20's Plenty For Us' campaign.

The table attached as Appendix C shows the number of casualties (by road user, injury severity and borough) resulting from collisions where a vehicle was recorded as "hit and run" during 2015. Due to limitations within the current systems utilised by the MPS, it is not possible to report specifically the number of these cases that were subject to prosecution action.

Victims of road traffic crime

Question No: 2016/3095

[Sian Berry](#)

The number of people killed and injured by law-breaking drivers has never before been reported in London. Will you commit to publishing this data and ensuring your new Victims Commissioner's remit includes representing the interests of victims of driving offences?

[The Mayor](#)

The Victims' Commissioner's remit will encompass the interests of all victims of crime, as you would expect. I am willing to consider any opportunity to provide data that will assist in the development of our collective understanding of crime to ensure it can be effectively prevented and policed. Future data requirements will be considered as part of the development of the Police and Crime Plan.

Enforcement Against Prostitution (1)

Question No: 2016/3096

[Andrew Boff](#)

Pursuant to question 2016/2725, you stated that the "change in legislation in Sweden has dramatically reduced prostitution" . Please supply the evidence for this assertion.

[The Mayor](#)

This is taken from an article entitled The Swedish Law That Prohibits the Purchase of A Sexual Service: Best Practices for Prevention of Prostitution and Trafficking in Human Beings cited in a number of publications.

'During that time, street prostitution has declined in all parts of the country, and the majority of the prostitution buyers have disappeared.'

Enforcement Against Prostitution (2)

Question No: 2016/3097

[Andrew Boff](#)

Pursuant to question 2016/2725, you asserted that Sweden's prostituted population is one-tenth of neighbouring Denmark's. Please supply a reference to that data.

[The Mayor](#)

This data is taken from the European Parliament Committee on Women's Rights and Gender Equality draft report on sexual exploitation and prostitution and its impact on gender equality (2013/2103(INI)). Page 11: 'Sweden's prostituted population is one-tenth of neighbouring Denmark's...'

Male sex workers

Question No: 2016/3098

[Andrew Boff](#)

Pursuant to question 20162723, you stated that "the overwhelming majority of those involved (in sex work) are women". What evidence based are you using to determine that assertion?

[The Mayor](#)

There are many sources which indicate that "the overwhelming majority of those involved (in sex work) are women". This includes the following:

The European Parliament Committee on Women's Rights and Gender Equality report on sexual exploitation and prostitution and its impact on gender equality

(2013/2103(INI)): "whereas prostitution is a gendered phenomenon, with the vast majority of prostituted persons being women and girls, and almost all buyers being men, and whereas it is therefore both a cause and a consequence of gender inequality";

The All-Party Parliamentary Group on Prostitution and the Global Sex Trade Report Shifting the Burden: Inquiry to assess the operation of the current legal settlement on prostitution in England and Wales: ... "the English Collective of Prostitutes estimates that around 95% of individuals in prostitution are female and 5% are male".

Section 14, Police and Crime Act 2009

Question No: 2016/3099

[Andrew Boff](#)

In each of the years since its introduction how many (a) arrests, and (b) charges have there been under section 14 of the Police and Crime Act 2009?

[The Mayor](#)

Metropolitan Police Serve records indicate one custody record for this specific offence. The person was arrested in Jan 2015 and the offence was no further actioned. The detainee was given a caution for soliciting.

Soliciting or loitering for the purposes of prostitution

Question No: 2016/3100

[Andrew Boff](#)

In 2015 there were 168 arrests for soliciting or loitering for the purposes of prostitution (2016/2727). Can such arrests be consistent with the aim that enforcement not be used against the women involved in prostitution?

[The Mayor](#)

The MPS recognises prostitution as a form of Violence Against Women and Girls (VAWG). Their principle law enforcement effort is against abusers and those who coerce people into prostitution. Without looking into each of these 168 arrests and understanding the context for them, it is not possible to definitively state whether the reasons for arrest are singly linked to soliciting or loitering or whether the arrests took place for other offences/incidences.

Air Quality on the Thames

Question No: 2016/3101

[Andrew Boff](#)

Please cite the legislation that identifies that the GLA does not have the authority to set emissions for commercial vessels using the Thames

[The Mayor](#)

The GLA Act 1999 created the Office of Mayor and the Greater London Authority. The Act works by conferring specific powers and responsibilities on the Mayor not by exclusion.

The powers granted to the Mayor includes extensive road user charging powers which are specifically applicable to motor vehicles and do not cover river vessels.

I have recently asked the government to grant me new powers in a revised Clean Air Act or other legislation that would allow me to better tackle pollutant emissions from the Thames and other non-road sources.

London Underground

Question No: 2016/3102

[Andrew Boff](#)

You have bathed in the reflected glory of Boris Johnson's idea to have a night tube, what measures have you proposed to improve the tube service which weren't the ideas of your predecessor"?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

Under my predecessor the implementation date for Night Tube was delayed and delayed again. I am delighted to have been able to deliver this important service for London before the end of my first summer in office. In addition:

I have frozen all TfL-controlled fares, including Tube fares, for the duration of my term

I aim to reduce the impact of strikes on the Tube and other TfL services, by improving industrial relations and bringing to an end my predecessor's policy of refusing to meet with trades union representatives, and have already met with union representatives personally

I have initiated a comprehensive review of the way TfL delivers its engineering functions, to ensure these deliver value for money

I will drive a more ambitious approach to the provision of step-free access at London Underground and other TfL-run stations, to ensure public transport is accessible to all Londoners

I have introduced a trial of a 'please offer me a seat' badge and card, to assist customers who need a seat on the Tube in getting one

I have commissioned London TravelWatch to review the Tube's recent ticket office closures, and make recommendations to ensure they are working for customers

Metropolitan Police Service use of Windows XP

Question No: 2016/3103

[Andrew Boff](#)

Pursuant to Question 2016/2732, what steps will you and your Deputy Mayor for Policing and Crime be taking to ensure the Metropolitan Police Service has an IT system which is fit for purpose and as up-to-date as possible?

[The Mayor](#)

As part of our oversight role, my deputy Mayor for Policing and Crime, Sophie Linden is working with the Commissioner of the Metropolitan Police Service (MPS), on the MPS transformation work, which includes ICT strategy. As an example of this, the MPS has recently implemented two new contracts, within the SIAM and Towers model, which all have technical refresh programmes incorporated to ensure the MPS have systems which are as up-to-date as possible.

Sexual Risk Orders (1)

Question No: 2016/3104

[Andrew Boff](#)

Since the introduction of the Anti-social Behaviour, Crime and Policing Act 2014, how many Sexual Risk Orders has the Metropolitan Police Service applied for?

[The Mayor](#)

Sexual Risk Orders (SROs) which replaced Risk of Sexual Harm Orders and Sexual Harm Prevention Orders (SHPOs) which replaced Sexual Offences Prevention Orders came into force on 8 March 2015.

SROs and SHPOs are obtained in two ways:

on conviction or caution at the time of sentencing for a relevant offence. Officers make these applications with the assistance of the Directorate of Legal Services (DLS).

a free standing application to the Magistrates' Court, which DLS obtain on behalf of Boroughs/or provide assistance if it is requested. These applications can also be obtained by the officers themselves without DLS assistance.

The DLS can therefore provide the following statistical information for those cases referred to them for advice, assistance and representation:

1 March 2014 - 7 September 2016 the DLS registered 319 sexual offences files. Of these:

47 Orders were applied for;

40 Orders were obtained (not including interim orders); and

7 Orders were refused

The remainder of these files relate to advice on obtaining orders, variations/appeals and training provided regularly throughout the year.

Sexual Risk Orders (2)

Question No: 2016/3105

[Andrew Boff](#)

Since the introduction of the Anti-social Behaviour, Crime and Policing Act 2014, how many Sexual Risk Orders has the Metropolitan Police Service been granted?

[The Mayor](#)

Please see my response to MQ 2016 / 3104.

Sexual Risk Orders (3)

Question No: 2016/3106

[Andrew Boff](#)

Since the introduction of the Anti-social Behaviour, Crime and Policing Act 2014, how many Sexual Risk Orders has the Metropolitan Police Service been refused?

[The Mayor](#)

Please see my response to MQ 2016 / 3104.

Automatic Number Plate Recognition (ANPR) cameras (1)

Question No: 2016/3107

[Andrew Boff](#)

How many ANPR cameras does Transport for London operate?

[The Mayor](#)

Transport for London operates a total of 1,666 ANPR cameras.

Automatic Number Plate Recognition (ANPR) cameras (2)

Question No: 2016/3108

[Andrew Boff](#)

How many ANPR cameras does the Metropolitan Police Service operate?

[The Mayor](#)

There are 816 means of capture.

A means of capture may include static camera sites, ANPR equipped vehicles or suitcase kits (mobile camera on tripod). The MPS records the number of 'means of capture' as there may be multiple cameras at some of these sites.

Automatic Number Plate Recognition (ANPR) cameras (3)

Question No: 2016/3109

[Andrew Boff](#)

Using the most recently available figures, how many number plates are recorded each day by the ANPR cameras operated by Transport for London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Automatic Number Plate Recognition (ANPR) cameras (4)

Question No: 2016/3110

[Andrew Boff](#)

Using the most recently available figures, how many number plates are recorded each day by the ANPR cameras operated by the Metropolitan Police Service?

[The Mayor](#)

On average, the MPS cameras record approximately 3 million number plates per day. This figure relates to reads; however, it does not equate to 3 million vehicles as there can be multiple reads of the same vehicle in a day.

Automatic Number Plate Recognition (ANPR) cameras (5)

Question No: 2016/3111

[Andrew Boff](#)

How much does it cost annually to maintain ANPR cameras operated by Transport for London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Automatic Number Plate Recognition (ANPR) cameras (6)

Question No: 2016/3112

[Andrew Boff](#)

How much does it cost annually to maintain ANPR cameras operated by the Metropolitan Police Service?

[The Mayor](#)

Maintenance costs for MPS ANPR cameras total £315k per year (£220k - fixed. £95k - Fleet).

Automatic Number Plate Recognition (ANPR) cameras (7)

Question No: 2016/3113

[Andrew Boff](#)

In each of the last three years, how many signs have Transport for London had installed warning that ANPR cameras are in use?

[The Mayor](#)

TfL has installed a total of 30 signs across the five main corridors of the TLRN to warn drivers of the presence of 'Average Speed Cameras' - these cameras utilise anonymised ANPR data to calculate vehicle speed. These cost approximately £3,000 to install.

Automatic Number Plate Recognition (ANPR) cameras (8)

Question No: 2016/3114

[Andrew Boff](#)

In each of the last three years, how many signs has the Metropolitan Police Service had installed warning that ANPR cameras are in use?

[The Mayor](#)

In 2015/16, TfL installed 270 ANPR signs on behalf of the Metropolitan Police Service (MPS), warning drivers of Police ANPR use. There were no signs installed prior to this and none in the current financial year.

Automatic Number Plate Recognition (ANPR) cameras (9)

Question No: 2016/3115

[Andrew Boff](#)

In each of the last three years, how much has the Metropolitan Police Service spent installing signs warning that ANPR cameras are in use?

[The Mayor](#)

The signs were installed by TfL on behalf of the Metropolitan Police Service (MPS). The total funding provided by MPS to TfL to design and install the signs was £60,000.

Automatic Number Plate Recognition (ANPR) cameras (10)

Question No: 2016/3116

[Andrew Boff](#)

In each of the last three years, how much has Transport for London spent installing signs warning that ANPR cameras are in use?

[The Mayor](#)

Please see my response to MQ 2016 / 3113.

Automatic Number Plate Recognition (ANPR) cameras (11)

Question No: 2016/3117

[Andrew Boff](#)

In each of the last three years, how many vehicles have triggered alerts after being captured by ANPR cameras operated by Transport for London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

TfL uses its ANPR cameras to monitor and enforce the Congestion Charging and Low Emission Zones, whereas CCTV is used to monitor and enforce against particular traffic offences. ANPR cameras do not trigger alerts to TfL.

Automatic Number Plate Recognition (ANPR) cameras (12)

Question No: 2016/3118

[Andrew Boff](#)

In each of the last three years, how many vehicles have triggered alerts after being captured by ANPR cameras operated by the Metropolitan Police Service?

[The Mayor](#)

The alerts triggered by the MPS's cameras are obtainable from the system owner (Northgate). Please see the following figures for alerts:

3,649,158 - 2014

4,764,428 - 2015

2,871,137 - 2016 to date

Sexual Health Awareness

Question No: 2016/3119

[Andrew Boff](#)

Figures from Public Health England reveal that the rate of syphilis in London has increased by 22 per cent since last year. More than 90 per cent of cases involved men who have gay sex. What action are you going to take to remind Londoners of the dangers of taking part in unprotected sex in order to reduce the health inequalities, particularly experienced by the LGBT community, related to sexual health?

[The Mayor](#)

Professor Yvonne Doyle, the London Regional Director of Public Health England is my health advisor. I fully support Public Health England's activity on this issue that includes:

- the launch of an [action plan](#) addressing the health and wellbeing inequalities affecting gay, bisexual and other men who have sex with men;

- a Syphilis Action Group to consider the needs of diverse populations and how best to meet those needs;

- publication of the report: Syphilis epidemiology in London, highlighting the sustained high number of syphilis cases in the capital;

- highlighting the worsening STI epidemic in London and communicating vital public health advice.

Safe Sex Promotion

Question No: 2016/3120

[Andrew Boff](#)

Pursuant to question 2016/2748 where you stated that discussions are ongoing about how City Hall can best add value to ongoing work in safe sex promotion, what were the conclusions of those discussions and how will you promote safe sex in London?

[The Mayor](#)

Improving sexual health is a priority for Public Health England London. Professor Yvonne Doyle, London Regional Director of Public Health England, is my health advisor. PHE recommendations include:

- Prevention focus on groups at highest risk

- Regular testing for HIV and STIs

- Rapid access to treatment

Sexually active under 25 year olds should be screened for chlamydia annually, and on change of sexual partner

I support the work of the London HIV Prevention Programme and I have offered to use the profile of City Hall to help bolster their Do It campaign.

Safe Sex Promotion (2)

Question No: 2016/3121

[Andrew Boff](#)

Pursuant to question 2016/2748 where you stated that discussions are ongoing about how City Hall can best add value to ongoing work in safe sex promotion, who have you met with to discuss how City Hall can best add value to the ongoing work in safe sex promotion?

[The Mayor](#)

Discussions are ongoing with the London HIV Prevention Programme, jointly funded by London local authorities and playing a key role in raising awareness of HIV and sexual health as a public health issue in London. Officials have also met with the Terrence Higgins Trust charity. Professor Yvonne Doyle, the London Regional Director of Public Health England is my health advisor and work to improve sexual health is a priority for Public Health England London.

Transport for London Dementia Action Alliance

Question No: 2016/3122

[Andrew Boff](#)

Transport for London is a member of the Dementia Action Alliance and has committed, in principle, to making London's tube stations more dementia friendly. What specific steps will Transport for London take to make London's transport network more dementia friendly?

[The Mayor](#)

Please see my response to MQ 2016 / 2977.

HIV Awareness in London (1)

Question No: 2016/3123

[Andrew Boff](#)

Pursuant to question 2016/2751 where you stated that discussions are already underway to explore how City Hall can best add value to ongoing work in the area of HIV awareness in London, which agencies have you discussed this issue with?

[The Mayor](#)

Discussions are ongoing with the London HIV Prevention Programme. Officials have also met with the Terence Higgins Trust charity.

HIV Awareness in London (2)

Question No: 2016/3124

[Andrew Boff](#)

Pursuant to question 2016/2751, following your discussions regarding how City Hall can best add value to the ongoing work in the area of HIV awareness in London, what conclusions have you reached about how to raise awareness of HIV in London?

[The Mayor](#)

I believe that the London HIV Prevention Programme has an effective approach to promoting and normalising HIV testing and encouraging safer sexual behaviours through its Do It London campaign. The programme is jointly funded by all London local authorities and plays a key role in raising awareness of HIV and sexual health as a public health issue in the capital. I have offered to use the profile of City Hall to help bolster the Do It campaign.

Trafficking Enforcement Collaboration

Question No: 2016/3125

[Andrew Boff](#)

It has been reported that Police officers from Romania are going to work alongside Greater Manchester Police officers to help tackle Modern Slavery. What plans does the Metropolitan Police Service have to work with police forces from different countries in order to improve its response to Modern Slavery?

[The Mayor](#)

The MPS Trafficking & Kidnap Unit has had a seconded Romanian officer attached to the team since October 2014. This arrangement will be reviewed in March 2017.

Between March & July 2015 a Polish officer was also seconded to the unit.

The Trafficking & Kidnap Unit has a number of Joint Investigation Teams (JITs) with other EU countries, funded through Euro just, for specific cases. These currently include Romania, Slovakia, Hungary & Lithuania. Several new JITs are at a consultation/planning stage

Housing Zones (1)

Question No: 2016/3126

[Andrew Boff](#)

Further to question 2016/2245, when do you expect to complete your review of Housing Zones and what arrangements have you put in place in the meantime?

[The Mayor](#)

We are proceeding with signing contracts on an ongoing basis. The review is looking at means to accelerate delivery and increase affordable housing supply. The review should conclude by the end of year.

Housing Zones (2)

Question No: 2016/3127

[Andrew Boff](#)

What level of affordable housing will you be requiring on Housing Zone schemes, and what will be the impact on this on the viability of each Housing Zone scheme?

[The Mayor](#)

We are looking at how affordable housing levels can be maximised as a whole in a way that compliments and enhances existing proposals.

Affordable Housing

Question No: 2016/3128

[Andrew Boff](#)

Can you confirm, as recently reported, your intention to impose a 35% flat rate affordable housing target on development in London? If so, what impact will this have on the viability of housing developments in London, and what has been the feedback from London boroughs and developers?

[The Mayor](#)

As set out in my manifesto, I am committed to ensuring that 50% of new homes are genuinely affordable. This will be addressed substantively through a full review of the London Plan.

As an interim measure my team are developing Supplementary Planning Guidance (SPG) based on the policies of the current London Plan to increase the numbers of affordable units delivered through the planning system in a way that does not constrain development..

The SPG will seek to make the viability process more consistent and transparent. I am also exploring the use of an affordable housing threshold as an innovative approach to addressing concerns raised by developers, boroughs and local communities about the role of viability assessments in planning decisions.

The draft SPG will be out for consultation this autumn.

Homes for Londoners (1)

Question No: 2016/3129

[Andrew Boff](#)

What will be the terms of reference, role and functions of Homes for Londoners?

[The Mayor](#)

Please see MD2012 for this information.

Homes for Londoners (2)

Question No: 2016/3130

[Andrew Boff](#)

How many staff will be employed to work for Homes for Londoners?

[The Mayor](#)

Homes for Londoners is not a separate entity and so will not directly employ staff.

Homes for Londoners (3)

Question No: 2016/3131

[Andrew Boff](#)

What will be the total budget and expenditure of Homes for Londoners?

[The Mayor](#)

Homes for Londoners is not a separate entity and so will not have a discreet budget.

Homes for Londoners (4)

Question No: 2016/3132

[Andrew Boff](#)

How will the Homes for Londoners Board differ from the Homes for London board? Will you be abolishing the latter?

[The Mayor](#)

Unlike the previous Homes for London board, which no longer exists, the Homes for Londoners board will have the personal attention of the Mayor and a much broader membership with more representatives from London boroughs, housing associations and the private sector. Further information can be found in MD2012.

Homes for Londoners (5)

Question No: 2016/3133

[Andrew Boff](#)

When will the first new homes be delivered by Homes for Londoners?

[The Mayor](#)

Homes for Londoners is not a separate entity. It drives and oversees the delivery of homes from a range of sources on an ongoing basis.

Homes for Londoners (6)

Question No: 2016/3134

[Andrew Boff](#)

What is the minimum number of new homes that you will expect Homes for Londoners to deliver?

[The Mayor](#)

Please see my response to MQ 2016/3133.

Air Quality on the Thames (2)

Question No: 2016/3135

[Andrew Boff](#)

When did you meet the Port of London Authority to discuss emissions from commercial vehicles on the Thames?

[The Mayor](#)

My Deputy Mayor for Transport is meeting the PLA in October.

My officers met with the PLA in August to begin discussions on how we could improve our understanding of emissions from vessels on the Thames and what steps we can take together to reduce them.

Air Quality on the Thames (3)

Question No: 2016/3136

[Andrew Boff](#)

Do you think it is acceptable that a marine vehicle can burn the equivalent diesel to 688 HGVs an hour within the ULEZ?

[The Mayor](#)

I am working with the Port of London Authority (PLA) to reduce emissions from all vessels on the Thames, including those from the small number of unusually large vessels that have very large engines.

I am particularly pleased that the Port of London has recently announced, as part of a wider strategy, their initiative for a discount for vessels performing above statutory requirements. This will encourage all ocean going vessels to exceed tight emission standards when working on the Thames improving air quality, as has been seen in other European ports.

I have recently asked the government to grant me new powers in a revised Clean Air Act or other legislation that would allow me to better tackle pollutant emissions from the Thames and other non-road sources.

Air quality

Question No: 2016/3137

[Andrew Boff](#)

Will residents living near the entrances to the Silvertown Tunnel have to endure worsened air quality?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

The Silvertown Tunnel scheme is designed to effectively eliminate the current congestion and queueing at the Blackwall Tunnel which causes regular air quality problems on some of London's busiest roads.

A key element of the scheme is the proposed introduction of user charges at both the Blackwall and Silvertown tunnels to manage demand for the crossings, and as a result TfL does not expect there to be an overall increase in traffic when the Silvertown Tunnel opens. The charges will be kept under review after the tunnel opens to ensure that they are set at the right level to discourage an increase in demand.

In addition, the scheme includes proposals for cross-river bus service improvements that, in conjunction with the user charges, are expected to increase the use of public transport. Consequently, the Silvertown scheme does not have a significant impact on local air quality.

Air quality monitoring will be put in place around the entrances to the tunnel and on surrounding roads to ensure that any unforeseen impacts are picked up and dealt with as early as possible

Furthermore, TfL has made a commitment that all buses using the Silvertown Tunnel would meet Euro 6 or equivalent emission standards, further reducing the air quality impacts of the scheme. I want to ensure that the scheme works for all Londoners. To this end, I am reviewing the project, including the environmental impacts, both in terms of how it is constructed and once it is operational.

Housing targets (1)

Question No: 2016/3138

[Andrew Boff](#)

Will you publish a headline housing target in your housing strategy to the number of new bedrooms provided rather than simply the number of units?

[The Mayor](#)

I will consider this as an approach for inclusion in my housing strategy.

Housing targets (2)

Question No: 2016/3139

[Andrew Boff](#)

Will you introduce a measure of housing success indicating the number of Londoners taken out of housing need?

[The Mayor](#)

I will ask my Deputy Mayor for Housing James Murray to get in touch to discuss this with you in further detail.

Sexual Violence (1)

Question No: 2016/3140

[Andrew Boff](#)

How many Independent Sexual Violence Advisors are operating in London?

[The Mayor](#)

Across London, a number of Local Authorities, Voluntary and Community Sector organisations, and regional Government fund Independent Sexual Violence Advisors (ISVAs.) Consequently, there is a lack of clarity in regards to how many ISVAs are operating in London. However, the work to develop the Sexual Violence Needs Assessment which My Office for Policing And Crime commissioned in partnership with NHS England's (London division) Health in the Justice Team will provide a best assessment of current numbers.

Sexual Violence (2)

Question No: 2016/3141

[Andrew Boff](#)

What is the outcome of the sexual violence needs assessment?

[The Mayor](#)

My Office for Policing And Crime and NHS England's (London region) Health in the Justice Team jointly commissioned MBARC to undertake the sexual violence needs assessment. The needs assessment is still in draft form. The needs assessment is complex and will require a measured and considered response. It is also anticipated that there will be multiple outcomes to this work. However, the most critical outcome, will be that My Office for Policing And Crime and NHS England will ensure that commissioned services are victim centric; are aligned to improve the victims experience; are adding value and meet the demands and needs of the Capital. MOPAC in partnership with NHS England will provide further information on ways forward in November 2016, once discussions have taken place with existing delivery partners.

Iberian American community

Question No: 2016/3142

[Andrew Boff](#)

When will you meet with representatives of the Iberian American community?

[The Mayor](#)

My colleagues within the Community Relations team met with several key Iberian American or Spanish/Portuguese-speaking organisations in July 2016 to find out more about their communities' aspirations and concerns, and explore ways in which we can help address them.

Equally, my director of Communications, Patrick Hennessy, spoke at the launch of the seminal report on the Latin American community in London - 'Towards Visibility' in June 2016. And discussions are also taking place to host an exhibition at City Hall focusing on London's Latin American community in the near future.

Finally, I sent a message of support to London's Iberian American community to celebrate 'Amigo Month', which started on 7 September and ends in mid- October.

TfL Running the Southern Rail Network

Question No: 2016/3143 (Oral)

1 Commitments

[Gareth Bacon](#)

Why do you think the Government turned down your offer to take over running the Southern network?

[The Mayor](#)

Sadiq Khan (Mayor of London): Chairman, we all agree that the situation with Southern Rail is totally unacceptable and has been for far too long. I am delighted that there has been cross-party support to get the Government to give TfL more control over alternatives and I thank the Assembly Member for his personal intervention and help on this area. Other Assembly Members have also played important roles raising awareness about this issue and I really am grateful to them for that.

As to why the Government turned us down, it is a question that I am afraid you need to ask the Secretary of State. Obviously I hope that the additional measures announced last week by the Government will work, as the current situation is an insult to hardworking Londoners who pay their fares and deserve a proper service, including many of your constituents. In my view, the Government has missed a trick in turning down the proven expertise, management capability and resources that TfL could bring as a temporary short-term measure to stabilise the situation. Communities will certainly not understand why the Government has rewarded a failing franchise with a £20 million taxpayer handout.

In the longer term, this situation demonstrates why the Government must commit to transferring suburban rail services to TfL. We can make services more reliable and improve the service offered to customers. This is something I continue to press the Government on and I

remain committed to working with all Assembly Members on this crucial campaign.

Gareth Bacon AM: Thank you, Mr Mayor. A couple of weeks ago, you said on television - I think it was on BBC London; I cannot remember which channel it was on but I saw it myself - that TfL would end up running the Southern network eventually and so the Government should just give it to TfL to run now. You have more or less said the same thing in your answer. What did you mean by that precisely?

Sadiq Khan (Mayor of London): In the prospectus published in relation to Southern, there are different timelines for Southwestern and Southeastern; it is some time in the future that the suburban trains will be effectively run, as far as the public is concerned, by TfL. We have seen some transition from the Essex lines and the London Underground.

My point to the Government is that there are a number of options that it has. The status quo clearly is not acceptable. The short term is to let TfL management go in and help in relation to what makes their train service have fewer cancellations, fewer delays and provide value for money. That is the offer we made: not us taking over now but letting the team go in and help while they sort out the problems with Govia. The second option is to try to bring forward the 2021 timeline for Southern. Like I said, as you will be aware, there are different timelines for the others. The third is just to make sure those timelines are met because as you will be aware - I am not giving away a state secret - there are some concerns that we could miss timelines in relation to the prospectus published. It is all of those things, really. In a 30-second sound bite for television you cannot get that point across, but that is what I was alluding to.

Gareth Bacon AM: Yes, I appreciate the problem with certainly pre-recorded interviews on television: you can get sliced and diced and it is not in your control. However, you do understand that TfL does not run the London Overground at the moment, do you not?

Sadiq Khan (Mayor of London): It is managing the service. A private company could do it. I am not against the private sector running public transport services.

Gareth Bacon AM: What it actually is, Mr Mayor, is controlling the franchise and then leasing the franchise. You meant that?

Sadiq Khan (Mayor of London): Yes, absolutely. It is horses for courses. There are very good services provided in the London Overground. We are in charge of the procurement in relation to what happens and stuff, but a private company does a very good job.

My point is, for obvious reasons, it will not be a priority for the DfT but it does become a priority for TfL because of different scales and stuff. Even though it could be a private company providing the service, the quality could improve hugely by it being TfL "running" that rather than DfT, which - with the best will in the world - is doing so many things that it cannot give it the priority it deserves.

Gareth Bacon AM: Yes. Everyone would agree that London Overground is now being run significantly better than it was before TfL's involvement as the franchiser loaning out to the franchisee. TfL itself does not physically run the London Overground. Language is important in this debate because we support you and you are right that there is a cross-party consensus around greater rail devolution in London. However, the prospectus that you referred to that

was released in January was using the London Overground as the model, which would be that TfL controls the franchise and lets the franchise but does not run it itself. Was that a slight misuse of language unintentionally on your part?

Sadiq Khan (Mayor of London): That is very fair and the Assembly Member was right to remind us of the difference. I used the word "run" in the sense of common parlance, as opposed to --

Gareth Bacon AM: Literally taking over the reins. OK, that is fine.

Sadiq Khan (Mayor of London): I accept the distinction 100%.

Gareth Bacon AM: Turning to the question of the Southern network, just to correct you, actually, Mr Mayor, my constituents do not use the Southern network, it is the Southeastern trains that my constituents use. In terms of the franchises and when they expire, it will be Southeastern that goes first, unless Southern is stripped early, and I believe the Government ruled it out. You stated on several occasions that you had a top team at TfL which is ready to take over the management of the Southern network and you have repeated that this morning. Who are the people in this team and what are their names?

Sadiq Khan (Mayor of London): I do not have the names to hand, but the Commissioner has reassured me we have a team of senior management that could go and help the Government in relation to Govia.

Gareth Bacon AM: You said you could do it for free as well. What are these people doing now?

Sadiq Khan (Mayor of London): We are not going to charge £20 million. Look, because it is commuters suffering their poor service, my offer is for a team of experts to go in and help the Government in relation to problems it has with Govia and Southern.

Gareth Bacon AM: I appreciate you just said you do not have the names to hand now. Could you write to me and tell me who the people are, please, and what their jobs are that they are doing at the moment?

Sadiq Khan (Mayor of London): I will not give names; what I will do is give him the expertise we have.

Gareth Bacon AM: You will not be giving names?

Sadiq Khan (Mayor of London): It is fluid, is it not? It depends on whether it is now or whether it is in three months' time. What I am able to confirm is that --

Gareth Bacon AM: The thing is, Mr Mayor, that you actually said on television - and you said it a multitude of times - that you had a hit squad ready to take over now. I am assuming they have been briefed and they are ready to go.

Sadiq Khan (Mayor of London): We have a team of highly skilled, experienced and knowledgeable operational managers who could go and help with unparalleled experience in

running London Underground, London Overground and other relevant operations. This experience can be redirected on a temporary basis to ensure improvements to Southern Rail services. Those are the words of the Commissioner [for Transport for London] and I confirm them today.

Gareth Bacon AM: How many people are in that team?

Sadiq Khan (Mayor of London): Because the Government turned us down, I do not have the numbers to hand, but I can write to you in relation to how the big team is.

Gareth Bacon AM: If you could, it would be great. Perhaps if you could get the Commissioner to chip into that because you said that prior to the Government turning you down your team was ready to go, "We can step in at a moment's notice and we can fix the problems". On that basis, it would be reasonable for Londoners to assume that the team is ready to go, we know who they are, we can divert them from other duties and we will do it at no cost. Presumably the names of these people are known.

Sadiq Khan (Mayor of London): It is clear that the Assembly Member is acting as a conduit for the Secretary of State. Let me say to him as a conduit of the Secretary of State that, look, if it is the case that the commuters in London are suffering, I have a team ready to help the Government in relation to Southern and Govia of highly-skilled, experienced and knowledgeable operational managers who could help in relation to the service provided by Govia. The offer still stands. We would not charge £20 million to provide that service. In the meantime, the Government can get on top of the Govia company to make sure it improves its service, which means fewer cancellations and fewer delays. If it is possible for us to - using whatever definitions the Assembly Member wants - run/franchise these services, we could extend the TfL fares freeze to these services, too.

Gareth Bacon AM: Indeed, and one of the wins if you are able to take over some of the rail franchise is that, just as you can on the London Overground, the fares freeze would apply. Certainly my constituents who currently experience Southeastern trains on a daily basis would applaud that.

There have been reports from TfL officers circulating in the media making it clear that they disagree strongly with your desire to run Southern. Why do you think they might have those concerns?

Sadiq Khan (Mayor of London): I have not seen those comments, but if you want to send them to me, I will look at them.

Gareth Bacon AM: Yes, I will do that. Finally, Mr Mayor, I think most of us would agree with the criticism that you have levelled at the train operating company that the level of service provided by Southern trains falls well below expectations.

Sadiq Khan (Mayor of London): I am not sure if the Government would or the Secretary of State, but --

Gareth Bacon AM: The Government does, which is why they are trying to do something about it, but there is something that you could do personally that would also be free of charge and

that is intervening with the National Union of Rail, Maritime and Transport Workers (RMT) and the series of industrial disputes that have directly caused a great deal of misery on that line. I asked you this question at the last Mayor's Question Time and you made some reference to air traffic control workers in Paris causing strikes, which would affect London's transport, as well outside your remit. It seems to be well inside your remit to criticise a train operating company. Why will you not pick up the phone to the RMT and talk to them?

Sadiq Khan (Mayor of London): I find it quite extraordinary that somebody who was a proud advocate and enthusiast for the last Mayor, who failed to speak to the trade unions that represent the workers, who provided such an invaluable job in public transport in London and who defended him, and criticised me for wanting to speak to the trade unions who represent the hard workers in public transport in London --

Gareth Bacon AM: I am not criticising you for speaking to the trade unions.

Sadiq Khan (Mayor of London): He is now suggesting that I talk to the transport unions, whose workers provide services outside of London over which I have no responsibility.

Gareth Bacon AM: Mr Mayor, I have to correct you again. I am sorry to interrupt you, but I have not criticised you for talking to trade unions. When I asked you the question last month, I asked you to list them and you promised to write to me and you did. As a supplementary to that question, I asked whether you would speak to the RMT about its strike action on Southern and you said it was outside your remit to do that. You have since then been very critical of the train operating company. A major part of the cause of the trouble that has been experienced on the Southern network is the industrial action being taken by the RMT. You said at that point that you had no plans to speak to the RMT and you had not spoken to it up to that point, and today you seem to be saying that you will not speak to it now. Why?

Sadiq Khan (Mayor of London): Your analysis of the problems with Govia and Southern is not the same as mine.

Gareth Bacon AM: You do not think the industrial action has anything to do with it?

Sadiq Khan (Mayor of London): I do not have the detail in front of me on that that the Assembly Member might have, but let me just tell him this: the problem causing misery for tens of thousands of Southern customers --

Gareth Bacon AM: Agreed.

Sadiq Khan (Mayor of London): -- is as a result of the DfT direction and management approach. If it is the case that he is blaming the workers for the problems, I find that astonishing. Industrial action is a sign of failure on all sides.

Gareth Bacon AM: No, Mr Mayor, I am not. Again, Mr Mayor, I am sorry --

Sadiq Khan (Mayor of London): I am against industrial action on all sides. What is important is the management style with those workers --

Gareth Bacon AM: You are eating up my time and putting words into my mouth. Nobody is

blaming workers, Mr Mayor; nobody at all.

Sadiq Khan (Mayor of London): -- to resolve these differences rather than "megaphone diplomacy" or asking Assembly Members to bat for you.

Gareth Bacon AM: Mr Mayor, "megaphone diplomacy" is not picking up the phone and speaking to the General Secretary of the RMT.

Sadiq Khan (Mayor of London): That is what the Secretary of State should do.

Gareth Bacon AM: You are the Mayor of London. You are uniquely placed to do this, Mr Mayor. Given your trade union links, given your liking for the trade unions, given the commitment you made in your manifesto to zero action days of strike and your ability to talk to trade unions and get them to see your point of view, why do you think Londoners are going to applaud you for not doing it in this instance?

Sadiq Khan (Mayor of London): It is not realistic for me to get involved in every industrial dispute which Londoners suffer from.

Gareth Bacon AM: It is for you to slag off the train operating company?

Sadiq Khan (Mayor of London): The reason why I gave the example at the last Mayor's Question Time that the Assembly Member refers to is because Londoners are inconvenienced by many things. Sometimes they are inconvenienced by industrial action in Paris. There are some Londoners --

Gareth Bacon AM: Yes, but that is a nonsensical thing to come up with, is it not?

Sadiq Khan (Mayor of London): -- inconvenienced by industrial action in other parts of the country.

Gareth Bacon AM: In this instance, Londoners are directly inconvenienced by RMT action on a rail network that serves Londoners and comes into and out of London. You are the Mayor of London. You could take action today and you are refusing to do it. That is what you are saying.

Sadiq Khan (Mayor of London): It is quite extraordinary for an Assembly Member to suggest that the Mayor of London gets involved in industrial disputes affecting other trade unions around the country. I note what he says and I will remind him of this the next time I am asked for a comment on issues that do not affect directly public transport in London.

Gareth Bacon AM: Southern Rail does not directly affect transport in London?

Sadiq Khan (Mayor of London): I am happy to answer your next one.

Gareth Bacon AM: That is great. That is very informative. The passengers in London --

Sadiq Khan (Mayor of London): That is a record number of speeches today, Chairman.

Tony Arbour AM (Chairman): I have to say --

Gareth Bacon AM: I am sure they will be thrilled, Mr Mayor, by your answer.

Tony Arbour AM (Chairman): You are all spinning out each other's time on this. I have to say that I do not know if your answer was, yes, you will talk to the RMT --

Gareth Bacon AM: No, he will not.

Tony Arbour AM (Chairman): -- or, no, you will not talk to the RMT.

Sadiq Khan (Mayor of London): I am really happy to explain, Chairman, what my position is.

Tony Arbour AM (Chairman): No, I do not want an explanation. I just want to know whether you will or you will not.

Gareth Bacon AM: He will not.

Sadiq Khan (Mayor of London): I speak to trade unions that represent the public transport workers in London at the time. What I am unwilling to do is to get involved in industrial disputes that are for public transport I do not run --

Gareth Bacon AM: You will lambast the train operating company.

Sadiq Khan (Mayor of London): -- whether this is a franchiser or running, the definition of Assembly Member Bacon. What I am clear about is that the DfT can do much more and should do much more and Govia should be embarrassed by the quality of service it is providing to tens of thousands of commuters. It is an embarrassment to London.

Olympic Games Costs (1)

Question No: 2016/3144

[Gareth Bacon](#)

What is the total number of Greater London Authority staff that attended the Rio de Janeiro Olympic Games?

[The Mayor](#)

British House was a project championed and approved by Boris Johnson when Mayor of London and David Cameron when Prime Minister. Staff resourcing for of a core project team was committed by the previous administration.

Three members of GLA staff worked for the duration of the British House project during the Rio 2016 Olympic Games a further member of staff joined the core team to deliver culture-specific events towards the end of the Olympics. The GLA fielded a significantly smaller team than the HMG project partners in order to minimise costs.

Olympic Games Costs (2)

Question No: 2016/3145

[Gareth Bacon](#)

What was the total cost of flights, including outward and return flights, for the Greater London Authority staff attending the Rio de Janeiro Olympic Games?

[The Mayor](#)

British House was a project championed and approved by Boris Johnson when Mayor of London and David Cameron when Prime Minister. Flights for the core GLA resource at British House were approved and booked prior to the Mayoral election.

The total cost of flights for the four GLA staff working in Rio as part of the British House project to coincide with the Rio 2016 Olympic Games was £15,370.

Olympic Games Costs (3)

Question No: 2016/3146

[Gareth Bacon](#)

What number of Greater London Authority staff that travelled to the Rio de Janeiro Olympic Games travelled by first class on their flight?

[The Mayor](#)

Flights for the core GLA staff resource at British House were approved and booked prior to the Mayoral election.

Three members of staff travelled one way by first class and business class on the return leg at a total cost of £2,747 because this option was cheaper. The cost of a flight travelling business class in both directions was £3,932. The Head of Paid Service approved the class configuration because of the £1,185 saving per traveller.

Olympic Games Costs (4)

Question No: 2016/3147

[Gareth Bacon](#)

What number of Greater London Authority staff that travelled to the Rio de Janeiro Olympic Games travelled by business class on their flight?

[The Mayor](#)

Please see my response to MQ 2016 / 3146. Flights for the core GLA staff resource at British House were approved and booked prior to the Mayoral election.

As per the Authority's Expenses and Benefits Framework, which was approved by the previous administration and the London Assembly, staff were entitled to business class travel because the length of the flight was over 8 hours.

Four members of staff travelled business class. The core GLA project team for British House returned from Rio to London business class.

Olympic Games Costs (5)

Question No: 2016/3148

[Gareth Bacon](#)

How many meetings did the Greater London Authority staff that travelled to the Rio de Janeiro Olympic Games attend?

[The Mayor](#)

The staff resource in Rio had the task of delivering high-quality production showcases for Team GB, Paralympics GB, London and the wider UK. This involved an event space in both houses that was open to invited guests for a minimum of 15 hours a day for the duration of the Olympics and then the Paralympics. As well as delivering the core event space and business lounge the London team planned, produced and delivered a series of London focused events showcasing London's world-class cultural sector, legacy from the London 2012 Olympic and Paralympic Games and the forthcoming London 2017 IAAF and IPC World Championships.

'Made In London' an event at British House during the Olympics to showcase the diversity of London's cultural offering was the only cultural event outside the Olympic Opening and Closing Ceremonies to feature on the front page of O Globo, one of Brazil's largest national newspapers.

To achieve this intense production and event delivery schedule, meetings were held everyday throughout the day (and night) with partners, production companies, security forces, local and international businesses that we wanted to promote London to etc. A full list or running tally of these meetings was not kept.

Olympic Games Costs (6)

Question No: 2016/3149

[Gareth Bacon](#)

What was the total amount of money spent on corporate credit cards for the Greater London Authority staff that attended the Rio de Janeiro Olympic Games?

[The Mayor](#)

Although final statements have yet to be received circa £20,000 has been spent on corporate credit cards by staff working in Rio for seven weeks for the British House project during the Olympic and Paralympic Games. This expenditure includes items such as hotel accommodation and transport, both were which higher than normal for Brazil because of the Olympic/Paralympic Games and daily subsistence for staff. This figure represents 1% of the overall approved project budget.

Olympic Games Costs (7)

Question No: 2016/3150

[Gareth Bacon](#)

What was the total cost of mobile phone calls made by Greater London Authority staff that attended the Rio de Janeiro Olympic Games?

[The Mayor](#)

UK phones can be unreliable in Brazil and given the length of time the core project team were going to be in Brazil the FCO recommended that a local solution was explored. Following advice from the British Embassy in Brazil the Authority hired phones for the core project team working on British House. The cost per phone was £74.79 for the duration of the stay in Brazil and included a 500 minute voice bundle, 10GB data package and 100 SMS messages. This equates to a total of £224.

Olympic Games Costs (8)

Question No: 2016/3151

[Gareth Bacon](#)

What was the total cost of mobile phone data usage by Greater London Authority staff that attended the Rio de Janeiro Olympic Games?

[The Mayor](#)

Please see my response to MQ 2016 / 3150. This information is not available as the data package was included in the hire on the local mobile phones.

Olympic Games Costs (9)

Question No: 2016/3152

[Gareth Bacon](#)

What was the total financial contribution made by the Mayor of London and the Greater London Authority to British House at the Rio de Janeiro Olympic Games?

[The Mayor](#)

British House was a project championed and approved by Boris Johnson when Mayor of London and David Cameron when Prime Minister.

The total financial contribution to the British House project which included the delivery of two separate houses, an Olympic House and a Paralympic House is £2,000,000 and is laid out in MD1601 which has been published on the Authority's website. The Greater London Authority is a minority funding partner.

Olympic Games Costs (10)

Question No: 2016/3153

[Gareth Bacon](#)

How many meetings were held involving Greater London Authority staff at British House during the Rio de Janeiro Olympic Games?

[The Mayor](#)

The staff resource in Rio had the task of delivering high-quality production showcases for Team GB, Paralympics GB, London and the wide UK. This involved an event space in both houses that was open to invited guests for a minimum of 15 hours a day for the duration of the Olympics and then the Paralympics. As well as delivering the core event space and business lounge the London team planned, produced and delivered a series of London focused events showcasing London's world-class cultural sector, legacy from the London 2012 Olympic and Paralympic Games and London 2017 IAAF and IPC World Championships.

As MQ 2016 / 3148, a full list or running tally of these meetings was not kept.

Olympic Games Costs (11)

Question No: 2016/3154

[Gareth Bacon](#)

What was the total cost of champagne purchased at British House during the Rio de Janeiro Olympic Games?

[The Mayor](#)

No champagne was purchased for British House.

Olympic Games Costs (12)

Question No: 2016/3155

[Gareth Bacon](#)

What was the total cost for food served at British House during the Rio de Janeiro Olympic Games?

[The Mayor](#)

This information is not yet available as British House at the Paralympics has not yet finished.

Olympic Games Costs (13)

Question No: 2016/3156

[Gareth Bacon](#)

What was the total cost of alcohol served at British House during the Rio de Janeiro Olympic Games?

[The Mayor](#)

This information is not yet available as British House at the Paralympics has not yet finished. It should be noted however that wine was the only alcohol purchased as beer was provided by Heineken and Skol and cocktails were provided by Diageo as part of their sponsorship packages with British House.

Olympic Games Costs (14)

Question No: 2016/3157

[Gareth Bacon](#)

How many events did Greater London Authority staff attend, in their capacity as employees of the Greater London Authority, at the Rio de Janeiro Olympic Games?

[The Mayor](#)

The GLA staff in Rio working on British House were there to work on delivering events not attend them. One event was attended by the Authority's lead officer for the British House project, this was the Team GB Welcome Reception at British House prior to the start of the Olympics.

Olympic Games Costs (15)

Question No: 2016/3158

[Gareth Bacon](#)

What specific events did Greater London Authority delegates attend, in their capacity as Greater London Authority delegates, at the Rio de Janeiro Olympic Games?

[The Mayor](#)

Only the Deputy Mayor for Business attended an event as an accredited individual and represented London at the Opening Ceremony of the Olympic Games.

Olympic Games Costs (16)

Question No: 2016/3159

[Gareth Bacon](#)

What corporate sponsorship was organised for the Greater London Authority at the Rio de Janeiro Olympic Games?

[The Mayor](#)

The sponsorship for the British House project (Olympics and Paralympics) was a joint effort involving all partners and headed by the GREAT Britain Campaign led by No10 Downing Street. An estimated £2.5m in cash and value in kind has been achieved across both houses.

Olympic Games Costs (17)

Question No: 2016/3160

[Gareth Bacon](#)

What was the total cost of food purchased for Greater London Authority Staff attending the Rio de Janeiro Olympic Games?

[The Mayor](#)

This information is not available as final expense claims and credit card returns have yet to be submitted. It should be noted that staff can claim up to £55 per day in subsistence for meals and soft drinks in line with the Authority's Expenses and Benefits Framework which as stated previously has been signed off by the London Assembly.

Olympic Games Costs (18)

Question No: 2016/3161

[Gareth Bacon](#)

What was the total cost of beverages purchased for Greater London Authority Staff attending the Rio de Janeiro Olympic Games?

[The Mayor](#)

This information is not available as final expense claims and credit card returns have yet to be submitted. It should be noted that staff can claim up to £55 per day in subsistence for meals and soft drinks in line with the Authority's Expenses and Benefits Framework.

Olympic Games Costs (19)

Question No: 2016/3162

[Gareth Bacon](#)

How many complimentary tickets for events did Greater London Authority Staff receive at the Rio de Janeiro Olympic Games?

[The Mayor](#)

Staff were given 6 complementary tickets to three events during the Olympics. These tickets were offered by the British Olympic Association, were unused/unallocated tickets and were received a few hours before the events started.

Olympic Games Costs (20)

Question No: 2016/3163

[Gareth Bacon](#)

How many tickets did the Greater London Authority purchase for its staff attending the Rio de Janeiro Olympic Games?

[The Mayor](#)

None.

Olympic Games Costs (21)

Question No: 2016/3164

[Gareth Bacon](#)

What was the total cost of tickets purchased by the Greater London Authority for its staff attending the Rio de Janeiro Olympic Games?

[The Mayor](#)

No tickets were purchased by the Authority for staff attending the Olympic or Paralympic Games.

Olympic Games Costs (22)

Question No: 2016/3165

[Gareth Bacon](#)

Which Mayoral advisors, including Deputy Mayors, attending the Rio de Janeiro Olympic Games?

[The Mayor](#)

The Deputy Mayor for Business, Rajesh Agrawal undertook a trade mission to Brazil, visiting Sao Paulo, the largest commercial centre in South America as well attending and speaking at HMG's Global Investment Conference at British House. As part of the trip the Deputy Mayor for Business represented London at the Opening Ceremony of the Olympic Games.

Olympic Games Costs (23)

Question No: 2016/3166

[Gareth Bacon](#)

What was the total cost for taxi usage for Greater London Authority staff who attended the Rio de Janeiro Olympic Games?

[The Mayor](#)

No taxis were used by staff in Rio. Following a comprehensive security audit prior to the Olympic and Paralympic Games it was agreed by the former Chief of Staff in the previous administration that a car service would be contracted to transport staff and ensure staff safety. The total amount for the car service for the GLA staff in Rio for the Olympic and Paralympic games is circa £6,000.

Protecting London's data

Question No: 2016/3167 (Oral)

[Gareth Bacon](#)

What assessment have you made of my report 'Safe & Secure - Protecting London's data'?

[The Mayor](#)

Thank you for the report and your recommendations. I agree that cyber security is both an opportunity for London's tech firms as well as a threat.

Armed Forces Covenant

Question No: 2016/3168

[Gareth Bacon](#)

How does the Greater London Authority and its associated organisations support and engage with the Armed Forces Covenant?

[The Mayor](#)

In June 2012, the Greater London Authority signed the Armed Forces Community Covenant along with the London Fire Brigade, the Metropolitan Police and TfL.

TfL provides some veterans with free travel across the network. Furthermore, TfL and its suppliers have created 28 paid work placements to help ex-Armed Forces members who may be wounded, injured or sick, back into employment.

London Fire Brigade grant 10 days paid special leave for staff, across all occupational groups, to undertake annual training commitments with the reserve forces. They have also agreed a quota of staff who can serve with the reservists at any one time (currently 84 staff).

The MPS recognises the value of having Reservists and have rewarded this by doubling the number of officers allowed to join, and now provide 15 days special leave to carry out Reserve duties.

In 2015, the MPS was awarded the Silver Armed Forces Employers Engagement Award (& hope to be in the running for a gold award next year). The MPS has supported Reserve Forces day (8th of September this year) by allowing officers (if appropriate) to wear their reserve uniforms at work.

The GLA has funded Veterans Aid to combat homelessness among veterans and, subject to confirmation of match funding by the European Social Fund, will be launching its 'Volunteering as a Route to Work Programmes' that are expected to support 270 veterans to secure and sustain an employment, education or training outcome for 6 months or more.

In 2014, the GLA also held several events to commemorate the centenary of WW1 and the work of London's veterans and military charities. Finally, the GLA hosts annual ceremonies for Remembrance Service and Armed Forces Day.

Russell Square stabbing attacks (1)

Question No: 2016/3169

[Gareth Bacon](#)

Following the Russell Square stabbing on Wednesday 3rd August, it has been suggested that you flew back to London from your holiday. On what dates did you return to London, and then return to your holiday?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Russell Square stabbing attacks (2)

Question No: 2016/3170

[Gareth Bacon](#)

Following the Russell Square stabbing on Wednesday 3rd August, it has been suggested that you flew back to London from your holiday. What costs were associated with your decision to return to London, and then return to your holiday?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Russell Square stabbing attacks (3)

Question No: 2016/3171

[Gareth Bacon](#)

Following the Russell Square stabbing on Wednesday 3rd August, it has been suggested that you flew back to London from your holiday. Who paid for your flights?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Russell Square stabbing attacks (4)

Question No: 2016/3172

[Gareth Bacon](#)

Following the Russell Square stabbing on Wednesday 3rd August, it has been suggested that you flew back to London from your holiday. How much did the flights purchased cost?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Russell Square stabbing attacks (5)

Question No: 2016/3173

[Gareth Bacon](#)

Following the Russell Square stabbing on Wednesday 3rd August, it has been suggested that you flew back to London from your holiday. How long were you in London before you returned to your holiday?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Russell Square stabbing attacks (6)

Question No: 2016/3174

[Gareth Bacon](#)

Following the Russell Square stabbing on Wednesday 3rd August, it has been suggested that you flew back to London from your holiday. Of the time you were in London, how many hours did you spend at City Hall?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Russell Square stabbing attacks (7)

Question No: 2016/3175

[Gareth Bacon](#)

Following the Russell Square stabbing on Wednesday 3rd August, it has been suggested that you flew back to London from your holiday. During this period, before you returned to your holiday, how many meetings with individuals employed by the Greater London Authority did you have?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Russell Square stabbing attacks (8)

Question No: 2016/3176

[Gareth Bacon](#)

Following the Russell Square stabbing on Wednesday 3rd August, it has been suggested that you flew back to London from your holiday. During this period, before you returned to your holiday, how many meetings with individuals not employed by the Greater London Authority did you have?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Russell Square stabbing attacks (9)

Question No: 2016/3177

[Gareth Bacon](#)

Following the Russell Square stabbing on Wednesday 3rd August, it has been suggested that you flew back to London from your holiday. During this period, before you returned to your holiday, how many meetings or conversations with individuals employed by the Metropolitan Police Service did you have?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Russell Square stabbing attacks (10)

Question No: 2016/3178

[Gareth Bacon](#)

Following the Russell Square stabbing on Wednesday 3rd August, it has been suggested that you flew back to London from your holiday. During this period, before you returned to your holiday, how many meetings or conversations with individuals employed by the London Ambulance Service did you have?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Russell Square stabbing attacks (11)

Question No: 2016/3179

[Gareth Bacon](#)

Following the Russell Square stabbing on Wednesday 3rd August, it has been suggested that you flew back to London from your holiday. During this period, before you returned to your holiday, how many times did you speak with journalists?

[The Mayor](#)

I spoke to ten radio and television news channels. I also provided written articles for the Evening Standard and Daily Express.

Russell Square stabbing attacks (12)

Question No: 2016/3180

[Gareth Bacon](#)

Following the Russell Square stabbing on Wednesday 3rd August, it has been suggested that you flew back to London from your holiday. During this period, before you returned to your holiday, how many radio interviews did you do?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 03/10/2016

I was interviewed by LBC and by BBC London radio.

Russell Square stabbing attacks (13)

Question No: 2016/3181

[Gareth Bacon](#)

Following the Russell Square stabbing on Wednesday 3rd August, it has been suggested that you flew back to London from your holiday. During this period, before you returned to your holiday, how many television interviews did you do?

[The Mayor](#)

I took part in live and pre-recorded interviews with several national and American television stations. They were: BBC Newschannel, Sky News, ITN, Channel 4 News, ITV London, BBC London, CNN and CBS.

Evening Standard front page - 3rd August 2016

Question No: 2016/3182

[Keith Prince](#)

What impact do you believe the front page of the Evening Standard, showing 4 heavily armed police officers, on 3rd August 2016 had on public confidence in London?

[The Mayor](#)

Operation Hercules will deliver extra armed officers to protect London against the threat of terrorism and I have discussed this with both the Commissioner and his senior team. The Commissioner informed me of his intention to deploy more visible policing tactics over the summer.

It is important that with all messaging on security and operational issues, we do not unduly alarm Londoners but instead reassure the public about the work that is taking place, encourage Londoners to be vigilant and to work with the police to report any suspicions they may have. The threat level in London has not changed, but it does remain at severe and especially in light of recent deadly attacks in Europe it is important we are prepared should the unthinkable happen.

Highest-harm wards

Question No: 2016/3183

1 Attachments

[Keith Prince](#)

In your press release "Mayor announces a second dedicated PC in every London ward" you said that "approximately 100 of the highest-harm wards currently have two dedicated ward PC's". Will you list each ward in London which has been designated as "highest-harm", and the number of police officers posted in each of these wards?

[The Mayor](#)

I am committed to ensuring all wards will have two dedicated officers by the end of 2017.

Those wards that already have a second dedicated officer post are detailed in the table attached as Appendix D. Vacancies, as of August 2016, are displayed in orange.

Ring-fenced definition

Question No: 2016/3184

[Keith Prince](#)

In your press release "Mayor announces a second dedicated PC in every London ward" you said that "newly dedicated ward officers will be drawn from existing non-dedicated neighbourhood roles, and will be 'ring-fenced' from being called away to other duties". What do you define the term "ring-fenced" to mean?

[The Mayor](#)

I am committed to real neighbourhood policing with the addition of a second PC in every ward in London by the end of 2017.

"Ring fenced" means that Dedicated Ward Officers (DWOs) will not be abstracted from the ward in which they are based.

Abstraction can include guarding prisoners in hospital, crime scene management or aid to assist with duties such as policing football games, demonstrations or protests. DWOs will not be assigned these duties except, potentially, for the extremely resource intensive days of the Notting Hill Carnival and New Year's Eve.

Police Officer numbers in wards (1)

Question No: 2016/3185

[Keith Prince](#)

As of 21st July 2016, what is the exact number of dedicated ward police officers deployed across London, broken down by ward?

[The Mayor](#)

There are 629 wards in London. Every ward in London has at least one Dedicated Ward Officer (DWO). 100 of these wards have been allocated an additional DWO. This accounts for 729 officer posts.

As of the 21st July 2016 there were 710 DWOs in post - with 19 vacancies. Recruitment is underway to fill these vacancies - with several posts due to be filled by officers from the Police Now scheme.

Police Officer numbers in wards (2)

Question No: 2016/3186

[Keith Prince](#)

By 21st July 2017, what projections do you; MOPAC and the Metropolitan Police Service have for the number of dedicated ward police officers deployed across London, broken down by ward?

[The Mayor](#)

As of the 21st July 2017 it is projected that there will be about 989 Dedicated Ward Officers (DWOs)

Currently all 629 wards in London have at least one DWO. 100 of these wards have been allocated an additional DWO. This accounts for 729 officers posts.

An increase in DWOs is now taking place. The first phase of which will see an additional 260 officers moved onto wards by January 2017.

Therefore it is anticipated that there will be at least 989 officers in post on 21st July 2017.

Police Officer numbers in Safer Neighbourhood Teams (1)

Question No: 2016/3187

[Keith Prince](#)

As of 21st July 2016, what is the exact number of police officers in Safer Neighbourhood Teams, broken down by London Borough?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Police Officer numbers in Safer Neighbourhood Teams (2)

Question No: 2016/3188

[Keith Prince](#)

By 21st July 2017, what projections do you; MOPAC and the Metropolitan Police Service have for the number of police officers in Safer Neighbourhood Teams, broken down by London Borough?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Police Officer numbers in Emergency Response Teams (1)

Question No: 2016/3189

[Keith Prince](#)

As of 21st July 2016, what is the exact number of police officers in Emergency Response Teams, broken down by London Borough?

[The Mayor](#)

As of 21st July the following numbers of police officers were in Emergency Response Teams on borough:

BARKING & DAGENHAM BOCU	136
BARNET BOCU	206
BEXLEY BOCU	131
BRENT BOCU	220
BROMLEY BOCU	216
CAMDEN BOCU	217
CITY OF WESTMINSTER BOCU	385
CROYDON BOCU	272
EALING BOCU	241
ENFIELD BOCU	186
GREENWICH BOCU	207
HACKNEY BOCU	202
HAMMERSMITH & FULHAM BOCU	182
HARINGEY BOCU	227
HARROW BOCU	134
HAVERING BOCU	150
HILLINGDON BOCU	182
HOUNSLOW BOCU	197
ISLINGTON BOCU	208
KENSINGTON & CHELSEA BOCU	167
KINGSTON UPON THAMES BOCU	112
LAMBETH BOCU	286

Police Officer numbers in Emergency Response Teams (2)

Question No: 2016/3190

[Keith Prince](#)

By 21st July 2017, what projections do you; MOPAC and the Metropolitan Police Service have for the number of police officers in Emergency Response Teams, broken down by London Borough?

[The Mayor](#)

No final decisions have been made on the future design of Emergency Response policing. The MPS is therefore unable to project their future numbers at this time.

Police Officer numbers in Borough Support Units (1)

Question No: 2016/3191

[Keith Prince](#)

As of 21st July 2016, what is the exact number of police officers in Borough Support Units, broken down by London Borough?

[The Mayor](#)

There is no defined 'Borough Support Unit'.

Without knowing what would be considered to be a 'Borough Support Unit' and what roles this contains, we are unable to answer the question in this format.

Police Officer numbers in Borough Support Units (2)

Question No: 2016/3192

[Keith Prince](#)

By 21st July 2017, what projections do you; MOPAC and the Metropolitan Police Service have for the number of police officers in Borough Support Units, broken down by London Borough?

[The Mayor](#)

As explained in MQ 2016/ 3191 there is no defined 'Borough Support Unit'. Therefore officer numbers are not available for either July 2016 or July 2017.

Local policing abstractions (1)

Question No: 2016/3193

1 Attachments

[Keith Prince](#)

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

[The Mayor](#)

The table attached as Appendix E shows the number of officers abstracted for aid over the last 6 months.

Local policing abstractions (2)

Question No: 2016/3194

[Keith Prince](#)

In each of the last six months, how many police officer shifts were abstracted from each ward in London?

[The Mayor](#)

Due to the configuration of the Met Computer Aided Resource Management (CARM) system the smallest geographical breakdown available is at a borough level.

More detailed information could only be obtained through extensive use of resources to collect the data manually.

In the future, I am committed to greater transparency regarding abstractions from dedicated ward roles and I will be progressing this with the Met.

Local policing abstractions (3)

Question No: 2016/3195

[Keith Prince](#)

In each of the last six months, how many police officer shifts were abstracted from each Emergency Response Team from each London Borough?

[The Mayor](#)

Due to the configuration of the Met Computer Aided Resource Management (CARM) system the smallest breakdown available is at a borough level.

More detailed information could only be obtained through extensive use of resources to collect the data manually.

In the future, I am committed to greater transparency regarding abstractions from dedicated ward roles and I will be progressing this with the Met.

Local policing abstractions (4)

Question No: 2016/3196

[Keith Prince](#)

In each of the last six months, how many police officer shifts were abstracted from each Borough Support Unit from each London Borough?

[The Mayor](#)

Due to the configuration of the Met Computer Aided Resource Management (CARM) system the smallest breakdown available is at a borough level.

More detailed information could only be obtained through extensive use of resources to collect the data manually.

In the future, I am committed to greater transparency regarding abstractions from dedicated ward roles and I will be progressing this with the Met.

Local policing abstractions (5)

Question No: 2016/3197

[Keith Prince](#)

In each of the last six months, how many police officer shifts were abstracted from each Safer Neighbourhood Team from each London Borough?

[The Mayor](#)

Due to the configuration of the Met Computer Aided Resource Management (CARM) system the smallest geographical breakdown available is at a borough level.

More detailed information could only be obtained through extensive use of resources to collect the data manually.

In the future, I am committed to greater transparency regarding abstractions from dedicated ward roles and I will be progressing this with the Met.

Use of spit hoods (1)

Question No: 2016/3198

[Keith Prince](#)

What guidance is issued to police officers by the Metropolitan Police Service about the use of spit hoods?

[The Mayor](#)

I recognise that police officers do a difficult job and that the use of intrusive tactics, such as spit guards may sometimes be necessary. However, spit guards have never been used by the Metropolitan Police Service (MPS). Guidance on the use of intrusive tactics has been issued by the National Police Chiefs Council.

Use of spit hoods (2)

Question No: 2016/3199

[Keith Prince](#)

In each of the last three years, on how many occasions has the Metropolitan Police Service used a spit hood during an arrest?

[The Mayor](#)

Spit Guards have not been used by the Metropolitan Police Service, and the proposed pilot is intended only to test their use in custody suites.

Use of spit hoods (3)

Question No: 2016/3200

[Keith Prince](#)

In each of the last three years, on how many occasions has the Metropolitan Police Service used a spit hood while an individual was in police custody?

[The Mayor](#)

Please see my response to MQ 2016 / 3199.

Private medical treatment for Metropolitan Police Service police officers

Question No: 2016/3201

[Keith Prince](#)

In each of the last two years, how many Metropolitan Police Service police officers claimed for private medical treatment or cover, and what was the cost of this?

[The Mayor](#)

The MPS does not offer private medical cover to police officers or police staff.

Private medical treatment for Metropolitan Police Service police staff

Question No: 2016/3202

[Keith Prince](#)

In each of the last two years, how many Metropolitan Police Service police staff claimed for private medical treatment or cover, and what was the cost of this?

[The Mayor](#)

The MPS does not offer private medical cover to police officers or police staff.

Vehicles used by Senior Police Officers (1)

Question No: 2016/3203

Keith Prince

How many vehicles for the exclusive use of police officers at or above the rank of Commander does the Metropolitan Police Service currently have?

The Mayor

The MPS has 26 vehicles allocated to officers at or above the rank of Commander.

The policy outlining their use is referenced in MQ 2016 / 3205.

Vehicles used by Senior Police Officers (2)

Question No: 2016/3204

Keith Prince

In each of the last three years, how much has the Metropolitan Police Service spent on vehicles for the exclusive use of police officers at or above the rank of Commander?

The Mayor

The cost of the vehicles over the last three years is outlined in the table below. All values exclude VAT.

Revenue Costs			
FY	2013/14	2014/15	2015/16
Qty	31	26	26
Fuel	£92,447.87	£72,640.40	£47,129.01
Insurance	£10,679.50	£8,957.00	£8,957.00
Maintenance	£200,261.55	£167,961.30	£167,961.30
Running Costs Total	£303,388.92	£249,558.70	£224,047.31
Capital Costs			
FY	2013/14	2014/15	2015/16
Qty	6	3	3
Purchase Cost Total	£151,243.49	£86,578.78	£133,838.45

Note that as per MQ 2016 / 3205 vehicles provided to Commanders are available for both personal and business.

Vehicles used by Senior Police Officers (3)

Question No: 2016/3205

[Keith Prince](#)

What guidance is issued by the Metropolitan Police Service to senior police officers when they are provided with a car for their exclusive use?

[The Mayor](#)

Chief Officers in the Met (Commander level and above) are provided with the option of a Met car for business and private use. This option is set out in the recruitment pack and contract as follows:

"Vehicle for Business and Personal Use

You may choose to have a car, provided to you, available for both personal and business use. You may choose a vehicle from an approved list of models and specifications, or may be provided with an existing vehicle from the NPCC fleet, at the discretion of the Deputy Commissioner. The car can be driven, and is insured, for private use by you and a spouse or partner. An insurance excess will apply in the event of claims incurred in private use attributable to you or a spouse or partner."

Use of mobile phones while driving (1)

Question No: 2016/3206

[Keith Prince](#)

In each of the last three years, how many individuals have been stopped by the Metropolitan Police Service for using a mobile phone while driving?

[The Mayor](#)

The Road Traffic Act (1988) does not require the recording of vehicle stops where there is no follow up of police action. Where there is follow up action and a Fixed Penalty Notice (FPNs) is issued this is recorded. MQ 2016/ 3207 gives detail on the number of FPNs issued.

Use of mobile phones while driving (2)

Question No: 2016/3207

Keith Prince

In each of the last three years, how many fixed penalty notices have been issued by the Metropolitan Police Service for using a mobile phone while driving?

The Mayor

Fixed Penalty Notices have not been issued by the MPS for traffic offences for the past 2 years. Offences are now reported via a Traffic Offence Report (TOR - Book 114) for the offence to be considered at court. The table below is a total of FPNs or TORs issued.

N.B. due to the paper-based nature of the system the Jan-Aug16 figure could increase as more entries are entered onto the system.

	2013	2014	2015	Jan to Aug 2016	Total
Use a mobile phone/device while driving m/v on a road	27873	22890	21985	12101	84849
Use mobile phone/device while supervising L driver	54	62	40	12	168

Use of police warrant cards for leisure-related travel

Question No: 2016/3208

[Keith Prince](#)

In each of last three years, how many reports has the Metropolitan Police Service received of police officers using their warrant cards to secure free travel outside of their permitted use?

[The Mayor](#)

The below table represents the number of reports made of police officers and special constables who have misused the ATOC travel concession, or TFL Oyster cards, including travelling in first class.

Rolling Year	Police Officer	Special Constable	Total
1st Sep '13 to 31st Aug '14	5	4	9
1st Sep '14 to 31st Aug '15	4	6	10
1st Sep '15 to 31st Aug '16	2	0	2
Total	11	10	21

The 21 reports received over the 3 years represent a small amount of the significant number of journeys that police officers make across the transport network and the consequent safety and reassurance that their presence provide..

Fairlop Quarry

Question No: 2016/3209

[Keith Prince](#)

Do you share the objections of the Metropolitan Police to the proposed diversion of Bridleway 94, on the grounds of public safety, as part of the proposed extension to Fairlop Quarry?

[The Mayor](#)

Neither the MPS nor MOPAC are aware of the police at Redbridge, or the Roads and Transport Police Command, raising any formal objections to the diversion of Bridleway 94. If any concerns are brought to our attention, we will of course review these.

Charlie Brown's Roundabout (1)

Question No: 2016/3210

[Keith Prince](#)

Does the Mayor agree that in light of the current poor air quality at Charlie Brown's Roundabout it is a poor choice of location for additional housing?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Charlie Brown's Roundabout (2)

Question No: 2016/3211

[Keith Prince](#)

I understand that TfL is currently working on a scheme to introduce toucan crossings on the approaches to Charlie Brown's Roundabout. When will these be finalised and when might my constituents expect to see these installed?

[The Mayor](#)

TfL is currently designing a scheme to introduce toucan (signalised pedestrian and cyclist) crossings approaching the roundabout. Subject to confirmation of funding, further design, consultation, and approvals, construction is planned for 2018.

Fares Advice

Question No: 2016/3212 (Oral)

[Keith Prince](#)

What fares advice has TfL given you since you took office?

[The Mayor](#)

Sadiq Khan (Mayor of London): Thank you, Chairman. Thank you for your question, Assembly Member. I am working to ensure that London has a modern and affordable transport network that works for all Londoners.

As part of this, I have scrapped the planned 17% hike in TfL fares and have frozen all the fares in my power as Mayor, which has benefited Underground, bus, tram and many Overground users. I am putting pressure on the Government to follow my lead and to freeze fares on its London rail services. Any help that Assembly Members can give would be appreciated by commuters, I am sure. I have also launched the new Hopper fare on Monday. An estimated 13 million annual bus journeys will now become free and 641,000 journeys, as I said, have already benefited from the Hopper over two days, saving £1.50 on each journey.

My fares policy to freeze all TfL fares for four years is well established and was set out clearly in my manifesto. This means that, unlike previous Mayors, I have not needed policy advice on fares except on how TfL is getting on with delivering my established policy. Nor have I done what my predecessor did - put up fares year on year, 42% over the last eight years - with no regard for the impact on Londoners and without pushing TfL on how it could operate more efficiently instead of relying on fare rises.

My Mayoral Direction implementing my decision to freeze all TfL fares will be published later in the year in the usual way. I will also be publishing a new TfL business plan later this year, which will set out in more detail my plans for London's

transport network.

Keith Prince AM: Thank you, Mr Mayor, and we congratulate you on freezing TfL fares. Since you became Mayor, has anyone at TfL discussed with you whether you wished the fares freeze just to cover TfL fares or whether it could include National Rail fares as well?

Sadiq Khan (Mayor of London): I saw some stuff in the media, Chairman, in relation to this. I am quite clear and I made clear in my manifesto that I would freeze TfL fares for four years. Any freeze in fares in London beyond those in my control would have been unprecedented and there is no process for me to deliver on that.

Keith Prince AM: In answer to the question, have you received any advice or has there been a discussion as to whether or not you wish your fares freeze just to cover TfL's services or National Rail services, too?

Sadiq Khan (Mayor of London): No. The fare advice applies in relation to advice Mayor's receive in advance of a policy in relation to fares. Because I had a manifesto with a commitment to freeze TfL fares, there was no need for me to ask for fares advice from TfL.

What is important is that we make TfL fit for purpose. Local authorities over the last four or five years have been making savings and reducing inefficiencies, TfL can do the same as well.

Keith Prince AM: Yes, we understand all of that, Mr Mayor. The question is - and it has a very simple yes or no answer - whether you were offered advice as to whether or not you wished to include National Rail fares in the fares freeze that you have quite rightly said covers TfL as well.

Sadiq Khan (Mayor of London): I have not asked for advice from TfL on fares because I have a policy on fares.

Keith Prince AM: You are saying you have not asked for advice. I am asking you if you were offered any advice.

Sadiq Khan (Mayor of London): I have not seen advice from TfL about fares other than about how it can make sure my promise to freeze TfL fares –

Keith Prince AM: You are saying that you have not been offered any advice as to whether or not you wanted to include National Rail fares in the fares freeze?

Sadiq Khan (Mayor of London): No, I have not asked TfL for advice on TfL fares, on Underground, on –

Keith Prince AM: You have not been offered any? I know you are saying you have not asked for it.

Sadiq Khan (Mayor of London): I have not seen any.

Keith Prince AM: I am asking if you have been offered it.

Sadiq Khan (Mayor of London): I have not seen advice from TfL on fares for TfL, on fares for commuter trains, on fares for British Airways or on fares for Virgin. I have not asked for nor seen advice on those things.

Keith Prince AM: That is all right. Then can I ask you if you will be publishing all of your fares advice like your predecessor did?

Sadiq Khan (Mayor of London): I have not received fares advice. I cannot make it any clearer. Normally, what happens is the Mayor asks TfL for advice in relation to a fares policy in the coming year and we have seen over the last eight years fares in London increasing by more than 42%. I have said to TfL, "That is not good enough. I have made a promise to Londoners to freeze TfL fares over the next four years. You have to make sure your organisation is fit for purpose. Reduce waste. Reduce inefficiencies. Look at other revenues streams like you would do in private business or like authorities have done every year for the last few years", and so –

Keith Prince AM: Thank you. Yes, I understand that. We do recognise and celebrate the fact that you have frozen TfL fares and we will give you credit where it is due. However, my question is: will you publish any fares advice that you receive?

Sadiq Khan (Mayor of London): If in a hypothetical situation TfL decides to offer me advice when I have not asked for it, then I will publish that information.

Keith Prince AM: That is very kind. Thank you very much.

Tony Arbour AM (Chairman): That one was hard work.

Deputy Assistant Commissioner Maxine De Brunner

Question No: 2016/3213 (Oral)

[Kemi Badenoch](#)

Do you support the Commissioner of the Metropolitan Police Service's decision to allow Deputy Assistant Commissioner Maxine De Brunner to resign while being investigated for misconduct?

[The Mayor](#)

Sadiq Khan (Mayor of London): Thank you, Chairman. As the question recognises, this was a decision for the Commissioner. I do have some concerns

about the issue, which I understand are shared by some Assembly Members anyway.

It is absolutely imperative that officers, particularly those of a senior rank, are held fully accountable for their actions. Public confidence depends on our police officers demonstrating high standards of behaviour and, when that is called into question, they must be held properly to account. In my view, it is not right that an officer can resign whilst under investigation for misconduct.

Kemi Badenoch AM: Thank you, Mr Mayor. That is exactly the answer I was looking for and so I do not really have any further questions on that. I would like to know, if you do not mind, if there is anything you can do about it to stop it happening again.

Caroline Pidgeon MBE AM: He can reverse the decision.

Sadiq Khan (Mayor of London): The Assembly Member raises an important issue. The current Prime Minister - the former Home Secretary - deserves credit for changing the Police Regulations in 2012, which has made some improvements to an area that I know people feel quite concerned about.

There are still some loopholes. For example, an officer who has resigned cannot have action taken against him or her. My understanding is that there are steps being taken through Parliament to address the issue of recently retired or resigned officers. There is an issue in relation to those officers facing misconduct who have not been suspended, which could be a loophole closed.

These are Regulations that need to be passed through Parliament. If there are other examples that she thinks we should be trying to address, I am happy to do so, even if it means - and she will be aware of this - disagreeing with the Commissioner, as she does, clearly, in this case.

Kemi Badenoch AM: Will you be speaking to the Commissioner about this?

Sadiq Khan (Mayor of London): Yes. My Deputy Mayor [for Policing and Crime] has already discussed this with the Commissioner. It is important. It is a public confidence issue. In any other walk of life you would understand the issues raised, but the police have a special role in society because they rely upon us giving them permission to do all sorts of things. When allegations are made, it is important that justice takes its course. It is an issue that rightly causes concern for decent-minded people.

Kemi Badenoch AM: Thank you, Mr Mayor. I am really pleased with that answer and I am hoping that we can get something similarly decisive on the issue of spit guards. I will be writing to you on that issue, which we discussed earlier, so that we

can get a date for when the matter will be over.

Sadiq Khan (Mayor of London): Chairman, it is worth noting that she and I both agree that the Commissioner got it wrong.

Operation Midland

Question No: 2016/3214

[Kemi Badenoch](#)

What assessment have you and the Deputy Mayor for Policing and Crime made of the reported £2.5 million cost of Operation Midland which closed without any charges being brought?

[The Mayor](#)

The MPS Commissioner has asked Sir Richard Henriques to lead an independent review into the way non-recent sexual allegations against public figures are investigated. Any assessment of Operation Midland should wait until we know the findings of the review.

Osman warnings (1)

Question No: 2016/3215

[Kemi Badenoch](#)

In each of the last three years, how many so-called 'Osman Warnings' has the Metropolitan Police Service issued?

[The Mayor](#)

Please note that the term 'Osman Warnings' is no longer in use, following a successful appeal by the Osman family.

The warning process is known as the service of a 'Threats to Life Warning Notice'.

In 2013 - 85 Warning/Disruption Notices were issued

In 2014 - 64 Warning/Disruption Notices were issued

In 2015 - 138 Warning/Disruption Notices were issued

Osman warnings (2)

Question No: 2016/3216

[Kemi Badenoch](#)

What guidance is issued to police officers before the issuing of a so-called 'Osman Warning'?

[The Mayor](#)

Please note that the term 'Osman Warnings' is no longer in use, following a successful appeal by the Osman family.

The National Police Chiefs' Council (NPCC) National Guidance as implemented by the MPS, states a warning to an intended victim may be issued when the officer in charge believes that the intended victim should be made aware of a threat/risk against them.

The MPS has extensive Threats to Life Policy Toolkit. This ensures adherence to the National Policing Guidance, but provides more detailed operational guidance to officers of all ranks and grades involved in a Threat to Life incident.

Metropolitan Police Service senior officers' annual leave (1)

Question No: 2016/3217

[Kemi Badenoch](#)

In each of the last two full years for which figures are available, how many days annual leave did the Commissioner of the Metropolitan Police Service take?

[The Mayor](#)

In accordance with the Regulations and consultation with the Chief Police Officers Staff Association (CPOSA), chief officers are entitled to 35 days annual leave.

Chief Officers also receive 2 rest days per week and the normal bank holidays.

In 2014/15, the Commissioner took 34 days leave.

In 2015/16, the Commissioner took 27 days leave.

Metropolitan Police Service senior officers' annual leave (2)

Question No: 2016/3218

[Kemi Badenoch](#)

In each of the last two full years for which figures are available, how many days annual leave did the Deputy Commissioner of the Metropolitan Police Service take?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Metropolitan Police Service senior officers' annual leave (3)

Question No: 2016/3219

[Kemi Badenoch](#)

In each of the last two full years for which figures are available, how many days annual leave did each Assistant Commissioner of the Metropolitan Police Service take?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Metropolitan Police Service senior officers' annual leave (4)

Question No: 2016/3220

[Kemi Badenoch](#)

In each of the last two full years for which figures are available, how many days annual leave did each Deputy Assistant Commissioner of the Metropolitan Police Service take?

[The Mayor](#)

In accordance with the Regulations and consultation with the Chief Police Officers Staff Association (CPOSA), chief officers are entitled to 35 days annual leave.

Chief Officers also receive 2 rest days per week and the normal bank holidays.

Due to the nature of the recording systems information on individual senior officers (other than the Commissioner) is not available without incurring disproportionate cost.

Metropolitan Police Service senior officers' annual leave (5)

Question No: 2016/3221

[Kemi Badenoch](#)

In each of the last two full years for which figures are available, how many days annual leave did each Commander in the Metropolitan Police Service take?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Metropolitan Police Service accommodation allowances (1)

Question No: 2016/3222

[Kemi Badenoch](#)

In each of the last two years, how much has the Metropolitan Police Service spent on accommodation allowances for police officers of and above the rank of Commander?

[The Mayor](#)

The total spent on accommodation allowances for police officers in the rank of Commander and above was £237.1k in 2014-15 and £223.5k in 2015-16.

Metropolitan Police Service accommodation allowances (2)

Question No: 2016/3223

[Kemi Badenoch](#)

In each of the last two years, how much has the Metropolitan Police Service spent on accommodation allowances for police staff?

[The Mayor](#)

There have been no accommodation allowance payments made to police staff in financial years 2014-15 and 2015-16.

Unanswered question

Question No: 2016/3224

[Kemi Badenoch](#)

When do you propose to answer Question 2016/1722 on kettling, which was asked on May 25th 2016?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

Please see my response to MQ 2016/1722.

Wimbledon Greyhound Stadium development (1)

Question No: 2016/3225

[Kemi Badenoch](#)

Given that as an MP you had concerns with this development, what are your reasons for now reversing the previous Mayor's request to call in the planning decision?

[The Mayor](#)

In my previous role as MP for Tooting I raised concerns to Merton Council on certain aspects of the application, on behalf of my constituents. Having had the opportunity to consider Merton's committee report and my own officers' reports, I am satisfied that measures have been secured to mitigate impacts on local residents and businesses.

Having weighed up the evidence before me, including the responses to my public consultation, I concluded that the stadium and associated facilities will be of great benefit to Londoners and the wider community. As such I considered there were no sound grounds for maintaining jurisdiction over the application and no reason to cause continued delay to the delivery of this significant regeneration scheme.

Wimbledon Greyhound Stadium development (2)

Question No: 2016/3226

[Kemi Badenoch](#)

During your election campaign your manifesto promised 50% affordable home on all new developments. The current plans for Wimbledon Stadium have proposed under 10% . Why have you not kept your manifesto pledge in this case?

[The Mayor](#)

Contrary to the assertion in your question, at no point in my campaign did I infer, let alone promise as you claim, that every individual development site would be expected to achieve 50% affordable homes. I have always been clear that I am working towards a London-wide target of delivering 50% affordable homes. Some sites will deliver more than the overall London-wide target and some less because of particular development costs and additional contributions to other social and community benefits. Such costs and contributions may include essential infrastructure such as transport, creating affordable workspace, the provision of other local community benefits such as schools or, as in this case, providing a football stadium.

Northern Line

Question No: 2016/3227

[Kemi Badenoch](#)

When will the Northern Line see an increase to 36 trains per hour?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

TfL is progressing plans to purchase additional Northern line trains and improve the signalling and track, which will enable the frequency of trains in the central areas to increase from 24 to 30 trains per hour, a 20 per cent increase in capacity.

Driverless Trains

Question No: 2016/3228

[Kemi Badenoch](#)

Is the Mayor committed to ensuring that any new Tube train bought by London Underground will be capable of driverless operation?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Cardiac Arrests in London

Question No: 2016/3229 (Oral)

1 Commitments

[Shaun Bailey](#)

What assessment have you made of my report 'Never Miss a Beat', which looks at how we can improve London's response to cardiac arrests?

[The Mayor](#)

Sadiq Khan (Mayor of London): Thank you, Chairman. I welcome your report, which contains many interesting and helpful suggestions and many recommendations for me to do things, by the way. The safety of Londoners is my number one priority. Cardiac arrest and heart attack survival rates in London, whilst amongst the best nationally, remain stubbornly low, as your report points out, and there is much more we can do and I can do.

I met the Chief Executive of the London Ambulance Service (LAS) last week and I was specifically interested to hear about the work the LAS does in partnership with London's other blue-light services, something your report focuses on. I understand that further progress has been made in this area. You may be aware, for example,

that the MPS and the LAS have agreed to extend the co-responding pilot, something that your report reflects on. The MPS and the National Health Service (NHS) are now actively progressing plans to ensure that police cars in all of London's boroughs have "defibs", which helps them to co-respond.

Shaun Bailey AM: Thank you. I am glad to know that you found my report riveting reading; I am sure you read it before you jumped into bed. Obviously, this is a good thing; it is one of London's weak points in addressing its health issues.

I have two very short questions. Will you help lobby the Government to have "defibs" put in all of our public buildings in accessible places? Here we have a "defib" but it is in the toilet and it being locked in that toilet might be the difference between you dying and living. I wonder if you could (a) commit to having that "defib" moved somewhere where it can be accessed quickly - I would suggest the security desk - and (b) help us lobby the Government to have public buildings that have defibrillators as well?

Sadiq Khan (Mayor of London): The Assembly Member makes a really important point. Can I do a bit better than that? Of course I should lobby the Government and I will do so, but also the private sector can help as well. If you are near a "defib", your chances of surviving are far greater.

Shaun Bailey AM: Yes, they are.

Sadiq Khan (Mayor of London): If we twin that - and you mentioned this - with more training, it would be quite important as well.

Shaun Bailey AM: Yes. I am glad to hear that you will try to do better. We will be watching with bated breath. Thank you.

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

Mental Health in London

Question No: 2016/3230

[Shaun Bailey](#)

Your manifesto included a specific pledge to "lead a campaign to break down the stigma of mental illness, and improve the availability of information and support, particularly amongst young men in London, and particular at-risk groups such as BAME men, and the LGBT community." When will you begin this campaign?

[The Mayor](#)

I am in discussion with stakeholders with regard to developing a campaign strategy that will challenge the stigma and discrimination associated with mental ill health in London. This campaign will need to be sensitive to the diversity of London's population and target populations most exposed and susceptible to stigma and discrimination. London needs a sustainable campaign that will empower communities to both challenge stigma and discrimination and to talk about mental health. A big citywide push around challenging stigma must be informed by lived experience and must be championed and owned across London and across sectors. Any campaign for London must first be predicated on getting these things right.

Review of Bus Services to Hospitals

Question No: 2016/3231

[Shaun Bailey](#)

Your manifesto included a specific pledge to "Launch a review of the provision of bus services to London's hospitals." When will this review begin?

[The Mayor](#)

A steering group has been set up including representatives from TfL, the NHS, London TravelWatch, the GLA and London boroughs. It will meet towards the end of September. TfL anticipates that a report will be published for discussion on service provision to hospitals by the end of 2016.

Alcohol Misuse in London (1)

Question No: 2016/3232

[Shaun Bailey](#)

Pursuant to question 2016/2779, where you stated that you will "continue to explore ways of how we can most effectively work together to tackle London's health problems", when will you meet with Public Health partners again to inform your policies to tackle alcohol misuse in London?

[The Mayor](#)

Over the coming months I will be meeting with a number of partners from public health and other agencies who have a role in reducing alcohol misuse in London.

Alcohol Misuse in London (2)

Question No: 2016/3233

[Shaun Bailey](#)

Pursuant to question 2016/2779, I asked what steps you would take to tackle alcohol misuse in London. Given that you didn't answer the question, I ask again, what specific steps are you going to take to tackle alcohol misuse in London?

[The Mayor](#)

We are considering how we can best support efforts to reduce alcohol misuse in London.

Food Flagship Programme (1)

Question No: 2016/3234

[Shaun Bailey](#)

The Food Flagship programme operating in the London boroughs of Lambeth and Croydon, is delivering work to encourage healthy eating with schools, parents, residents and businesses. How will you be measuring the success of this programme?

[The Mayor](#)

The GLA has commissioned an independent evaluator to carry out the programme evaluation of the Food Flagships.

The evaluation will investigate both the processes involved in Flagship delivery and the impact on borough recipients and wider audiences. Interim findings will be presented in November, with the final report due end of March 2017.

Food Flagship Programme (2)

Question No: 2016/3235

[Shaun Bailey](#)

If the Food Flagship programme is found to be successful, will you roll it out across every London borough?

[The Mayor](#)

One of the aims of the Food Flagship programme has been for all London boroughs to learn what works well in the flagship boroughs. This is one of the reasons why updates and learnings from the programme are regularly sent to every borough.

The programme evaluation which reports at the end of March 2017 will highlight the impact of the programme and we hope that other boroughs will be able to emulate those elements which prove particularly successful.

Cocaine Use in London

Question No: 2016/3236

[Shaun Bailey](#)

Pursuant to question 2016/2785, you did not provide an answer to my question which asked "when will you meet with these agencies to discuss the best approach to highlight the harms caused by cocaine". I ask again, when will you meet with the relevant agencies to highlight the harms caused by cocaine?

[The Mayor](#)

We are examining how best to support work which reduces the harm caused by cocaine.

Mayor of London Ambassador Programme

Question No: 2016/3237

[Shaun Bailey](#)

Pursuant to question 2016/2787, when will the review of the Mayor of London's Ambassador Programme be completed?

[The Mayor](#)

The Team London Ambassador programme ran successfully for the fourth year since 2012 in July/August 2016. A full evaluation of the programme by Team London is currently underway with volunteers, the delivery partner and staff. A review of this programme in light of Mayoral priorities will take place once the new Deputy Mayor is appointed.

End of Life Care in London

Question No: 2016/3238

[Shaun Bailey](#)

According to Marie Curie, only a third of Health and Wellbeing Boards in London specifically address end of life care in their Health and Wellbeing strategies. Will you call for every Health and Wellbeing Board in London to ensure that their future Health and Wellbeing strategy includes a specific reference to end of life care?

[The Mayor](#)

I recognise the importance of good quality end of life care for Londoners irrespective of where they live. I respect the role of Health and Wellbeing Boards in the London boroughs to work with partners to address priorities in Health and Wellbeing Strategies informed by the local needs and health inequalities identified in their local Joint Strategic Needs Assessments.

Ultra Low Emission Zone (1)

Question No: 2016/3239

[Shaun Bailey](#)

When will you be publishing full details of the air quality, health and economic impacts of your proposals to expand the ULEZ?

[The Mayor](#)

The second stage of consultation on my new measures to address air quality will take place this autumn. It will include a high-level policy consultation on an expansion of the Ultra Low Emission Zone (ULEZ). This will set out my current thinking, high-level analysis on impacts and ask people to comment on whether this is the right direction in terms of expanding the ULEZ. Subject to that, I expect to undertake a further detailed statutory consultation in 2017 on specific proposals for altering ULEZ, which will including full details of the air quality, health and economic impacts.

Ultra Low Emission Zone (2)

Question No: 2016/3240

[Shaun Bailey](#)

When would you expect to confirm any announcement to expand the ULEZ?

[The Mayor](#)

Please see my response to MQ 2016 / 3030.

Ultra Low Emission Zone (3)

Question No: 2016/3241

[Shaun Bailey](#)

Will you be providing any discounts or exemptions to residents and businesses that are based within an expanded ULEZ?

[The Mayor](#)

As part of the development of the Ultra Low Emission Zone (ULEZ) proposals, I will be considering what discounts and exemptions are appropriate for an expanded ULEZ. The upcoming policy consultation on the ULEZ, as part of the second stage of consultation on my air quality proposals, will provide an early opportunity to comment on possible discounts and exemptions.

Old Oak and Park Royal Development Corporation (1)

Question No: 2016/3242

[Shaun Bailey](#)

When will you be appointing a new chair of the OPDC, and what are the arrangements in the meantime? Do you have criteria that you are using to select the new chair, and will you make these criteria available to the public and London Assembly members?

[The Mayor](#)

When my review of the strategic direction and work programme of Old Oak and Park Royal Development Corporation concludes in the autumn, I expect to be in a position to make a quick announcement about my plans.

The review is important if we are to make the most of the opportunities that exist at Old Oak and Park Royal, including examining and putting right decisions made by my predecessor - not least on the proposed land deal with Government.

Appointments of Mayoral Development Corporation Chairs are, of course, subject to the Assembly confirmation process. I look forward to engaging positively with the Assembly and the Confirmation Hearings Committee - should a meeting of the Committee be convened - in future.

Old Oak and Park Royal Development Corporation (2)

Question No: 2016/3243

[Shaun Bailey](#)

When do you expect your review to be completed, and will you commit to maintaining the target to deliver 25,000 new homes and 65,000 new jobs?

[The Mayor](#)

I expect the strategic review of Old Oak and Park Royal Development Corporation to conclude in the autumn and I intend to say more about my plans at that point. The review is looking at the policies and plans OPDC has in place to deliver its jobs and homes targets and it would not be right to prejudge the outcome of the review by speculating about future targets at this stage.

I am, however, ambitious to see that the maximum numbers of jobs and homes are delivered at Old Oak and Park Royal. That includes a high-proportion of affordable homes - much higher than planned by my predecessor. And I want these jobs and homes to be delivered more quickly than previously envisioned. To that end, in August I approved plans for the first major housing development at Old Oak after intervening to increase the number of affordable homes in the scheme through investment and a profit sharing mechanism. The Oaklands development will see 605 new homes built, together with a nursery, health centre and commercial space. Just over 240 of the homes will be affordable, half will be for social and affordable rent, with the other half being for shared ownership.

Meridian Water Housing Zone

Question No: 2016/3244

[Shaun Bailey](#)

What level of affordable housing will you be requiring for this Housing Zone, and what will be the impact on viability?

[The Mayor](#)

The London borough of Enfield proposed 40% affordable housing and this was accepted.

Business Improvement Districts (BIDs)

Question No: 2016/3245

[Steve O'Connell](#)

Will you, Mr Mayor, continue to financially support new BIDs?

[The Mayor](#)

During the last four years LEP funding was allocated for the formation of new London BIDs. In the coming months, the new appointed LEP members and my Deputy Mayors will consider the best way of supporting BIDs during my Mayoralty. This could be by providing additional funding for new BIDs or allocating specific resources to existing BIDs.

Crossrail 2

Question No: 2016/3246

[Steve O'Connell](#)

Mr Mayor, will you confirm your support for Crossrail 2 to stop at Worcester Park?

[The Mayor](#)

The current proposals for Crossrail 2, which I support, include a branch to Epsom which would go via Worcester Park. A further consultation on updated proposals including Worcester Park is planned for the autumn.

Unmanned Aerial Vehicle Detection and Identification System

Question No: 2016/3247

[Steve O'Connell](#)

What assessments have you, MOPAC and the Metropolitan Police Service made of the on-going trials of technology such as the Anti-UAV Defence System, being tested by the Federal Aviation Administration in the USA, which is designed to prevent unmanned aircraft flying close to airports.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Unmanned Aerial Vehicles near to airports

Question No: 2016/3248

[Steve O'Connell](#)

What assessments have you, MOPAC and the Metropolitan Police Service made of the risk unmanned aerial vehicles pose to airports in London, and what steps will be taken to mitigate these?

[The Mayor](#)

The MPS is fully sighted on the threats and risks and discusses key operational issues when appropriate with the Deputy Mayor for Policing and Crime. The MPS has engaged extensively with agencies such as the Civil Aviation Authority (CAA), National Air Traffic Services, National Police Chiefs Council, Centre for the Protection of National Infrastructure, Centre for Applied Science and Technology, DfT, and others on drone-related threats, as well as with airport operators at Heathrow and London City.

The Aviation Policing unit address incidents and the MPS has a policy of positive intervention and enforcement. The MPS has secured two convictions for drone related offences, although these were not connected to aviation.

There is a comprehensive briefing pack available to all officers via the MPS intranet. Along with the wider security community, the MPS is exploring physical and technological solutions to the drone threat, although there is very little that is readily deployable yet.

Unmanned Aerial Vehicles near to prisons

Question No: 2016/3249

[Steve O'Connell](#)

What assessments have you, MOPAC and the Metropolitan Police Service made of the risk unmanned aerial vehicles pose near to prisons in London, and what steps will be taken to mitigate these?

[The Mayor](#)

The MPS is fully sighted on the threats and risks and discusses key operational issues when appropriate with the Deputy Mayor for Policing and Crime.

As well as the parties referred to in MQ 2016/3248, the MPS is additionally engaged with the National Offender Management Service (NOMS). They fully investigate "over the wall" offences in conjunction with NOMS and have seized drones involved in incursions.

Additionally, the MPS has supplied NOMS with counter-drone briefing material. NOMS are including the MPS in drone detection work at a number of prisons, and the MPS is assisting one prison to 'geo-fence' their estate in order to prevent drone navigation.

Armed police officers from other forces

Question No: 2016/3250

1 Attachments

[Steve O'Connell](#)

How many armed police officers working for the Metropolitan Police Service have transferred from other police forces in each of the last 3 years, broken down by the police force they have transferred from?

[The Mayor](#)

The number of firearms officers that have transferred to the Met from other forces is outlined in the table attached as Appendix F.

Metropolitan Police Service police officers secondments to MOPAC

Question No: 2016/3251

[Steve O'Connell](#)

In each of the last 3 years, how many Metropolitan Police Service warranted police officers have been seconded to MOPAC?

[The Mayor](#)

The MPS has confirmed that no warranted police officers have been seconded to MOPAC in the last 3 years.

However, one warranted police officer has been on 'attachment' to MOPAC in the last 3 years. The difference between an attachment and secondment is that management is retained by the local Operational Command Unit (OCU).

Metropolitan Police Service police staff secondments

Question No: 2016/3252

[Steve O'Connell](#)

In each of the last 3 years, how many Metropolitan Police Service warranted police officers have been seconded to MOPAC?

[The Mayor](#)

Please see my response to MQ 2016 / 3251.

Tackling election fraud

Question No: 2016/3253

[Steve O'Connell](#)

What assessment have you, MOPAC and the Metropolitan Police Service made of Sir Eric Pickles report on preventing electoral fraud?

[The Mayor](#)

Fraud is a criminal offence and I support the MPS in the action it takes to prevent this type of crime and where necessary arrest and charge those that offend.

The MPS worked closely with the specialist team within the CPS to conduct a robust investigation. The MPS has fully reviewed the report provided by Sir Eric Pickles on preventing electoral fraud and responded directly to him; requesting a meeting in order to discuss his findings, the complexity of the investigations and the challenges faced. A response is outstanding.

Zombie Knives

Question No: 2016/3254

[Steve O'Connell](#)

What preparations did MOPAC and the Metropolitan Police Service undertake ahead of so-called 'Zombie Knives' being banned from sale in August 2016?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Criminal offences on the Night Tube

Question No: 2016/3255

[Steve O'Connell](#)

How many, and what, criminal offences have been recorded on each of the evenings the Night Tube has been operational?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Police Officer public misconduct hearing viewing rooms

Question No: 2016/3256

[Steve O'Connell](#)

Pursuant to Question 2015/1490 how much was spent 'constructing two viewing rooms at the Empress State Building' to ensure members of the public had access to police officer misconduct hearings?

[The Mayor](#)

From 1 May 2015 police misconduct hearings for higher level cases that could lead to dismissal are held in public by default. The Metropolitan Police Service have redesigned two existing rooms as viewing galleries for members of the public that attend the public hearings . The total cost of those rooms amounted to £99,707. The total included building, electrical, mechanical, digital equipment and installation costs.

Police Officer public misconduct hearings (1)

Question No: 2016/3257

[Steve O'Connell](#)

Since the introduction of public misconduct hearings for police officers, how many public hearings have taken place?

[The Mayor](#)

The Metropolitan Police Service have held 60 public hearings since the introduction of public misconduct hearings for police officers on 1 May 2015.

Police Officer public misconduct hearings (2)

Question No: 2016/3258

[Steve O'Connell](#)

Since the introduction of public misconduct hearings for police officers, how many members of the public have attended hearings?

[The Mayor](#)

Since the introduction of public misconduct hearings for police officers on 1 May 2015 a total of 177 members of the public have attended the Metropolitan Police Service public hearings.

Police Officer public misconduct hearings (3)

Question No: 2016/3259

Steve O'Connell

Since the introduction of public misconduct hearings for police officers, how many bookings have been received via the Metropolitan Police Service's online booking form?

The Mayor

Since the introduction of public misconduct hearings for police officers on 1 May 2015 the Metropolitan Police Service have received 327 bookings via the online booking form available at this link: <http://content.met.police.uk/Site/misconduct>.

Theft of fuel (1)

Question No: 2016/3260

Steve O'Connell

In each of the last three years, how many reports were received by the Metropolitan Police Service of individuals making off without paying for fuel?

The Mayor

The following figures represent a count of offences for the crime of 'Making Off Without Payment' with a location classcode of 'Petrol Station':

Sep 2013 - Aug 2014 = 6,984 offences

Sep 2014 - Aug 2015 = 7,590 offences

Sep 2015 - Aug 2016 = 8,336 offences

Note: Approximately 96.8% of these record fuel as being stolen. The remainder may include other issues, for example, non-payment of car wash/valet service.

Theft of fuel (2)

Question No: 2016/3261

[Steve O'Connell](#)

In each of the last three years, how many individuals were charged with making off without paying for fuel by the Metropolitan Police Service?

[The Mayor](#)

The following figures represent individuals charged based on a count of the offence 'Making off without Payment' with a location class code of 'Petrol Station':

Sep 2013 – Aug 2014 = 73 offences

Sep 2014 – Aug 2015 = 106 offences

Sep 2015 – Aug 2016 = 70 offences

Metropolitan Police Service Film Unit (1)

Question No: 2016/3262

[Steve O'Connell](#)

In each of the last three years, how much income has the Metropolitan Police Service Film unit generated?

[The Mayor](#)

The MPS Film Unit works on a cost recovery basis.

Costs recovered by the MPS Film Unit for the past three financial years are set out below (all prices exclusive of VAT):

2013/14 £307,644

2014/15 £946,044

2015/16 £542, 150

Metropolitan Police Service Film Unit (2)

Question No: 2016/3263

[Steve O'Connell](#)

In each of the last three years, how many requests has the Metropolitan Police Service Film Unit refused, and on what grounds?

[The Mayor](#)

The MPS Film Unit has not had to refuse any filming requests, since guidelines were issued in 2012.

Metropolitan Police Service Film Unit (3)

Question No: 2016/3264

3 Attachments

[Steve O'Connell](#)

For each of the last three years, please list each of the requests to the Metropolitan Police Service Film Unit which have been granted.

[The Mayor](#)

The MPS Film Unit has not had to refuse any filming requests, since guidelines were issued in 2012. The tables attached as Appendix G, H and I list requests granted to deploy officers to supervise filming on the following number of occasions for each of the last three years.

Metropolitan Police Service Film Unit (4)

Question No: 2016/3265

[Steve O'Connell](#)

For each of the last three years, please list each of the requests to the Metropolitan Police Service Film Unit which have been refused.

[The Mayor](#)

Please see my response to MQ 2016 / 3263.

Unanswered question

Question No: 2016/3266

[Steve O'Connell](#)

When do you propose to answer Question 2016/1747 on outsourcing in the emergency services, which was asked on May 25th 2016?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Gatwick Airport

Question No: 2016/3267 (Oral)

[Steve O'Connell](#)

Does the Mayor believe that a second runway at Gatwick Airport would create huge economic opportunities for South London and create a growth corridor stretching all the way to the South Coast?

[The Mayor](#)

Sadiq Khan (Mayor of London): The Brighton main line at the M23 corridor already has considerable growth potential, in part thanks to the airport today. A second runway at Gatwick would boost housing and jobs, particularly in south London. I was at Gatwick on 10 August

2016 to welcome the airport's decision to boost its investment in the airport by an additional £200 million. This will be spent transforming, revitalising and improving the existing airport.

I share the enthusiasm of the 11 London boroughs who have jointly written to the Prime Minister in support of the second runway at Gatwick. I was in Croydon recently and heard first-hand from the Council how much the area could benefit. I have also written to the Prime Minister urging a quick decision and setting out my support for Gatwick, the most viable option presented by the Airports Commission. The Government should not delay any longer. It is holding back London's economy.

Steve O'Connell AM: Thank you, Mr Mayor. We are as one particularly on this subject and thank you for visiting Croydon a couple of weeks ago. I apologise that I could not make it. I was only aware of it later on. It was a good visit, I hear. You have talked a lot about and you are very strong around your air quality agenda and that is an important part of the debate. Would you therefore agree with me that there is a whole range of issues whereby Gatwick trumps Heathrow? Would you agree that air quality across London is something that the Government could concern itself about?

Sadiq Khan (Mayor of London): There are lots of advantages of Gatwick over Heathrow. One of the advantages is that there are not anywhere near the air quality concerns around Gatwick as there are around Heathrow. By the way, related to that, the number of people affected by noise when you consider a new runway at Heathrow versus a new one at Gatwick is miniscule in comparison. There are so many reasons why Gatwick trumps Heathrow, air quality being just one of those issues.

Steve O'Connell AM: Notwithstanding the objections from MPs and others in east and west Sussex, the fact of the matter is that we are looking at something like 250,000 flights coming from either Gatwick or Heathrow. Would you agree with me, Mr Mayor, that not just for air quality but for things like risk, shall we say, it is far better to have 250,000 flights across the Channel and across open countryside rather than across a dense area like London?

Sadiq Khan (Mayor of London): We are in danger of having a love-in here. There are lots of issues we agree upon.

Steve O'Connell AM: Carry on. It is not going to happen often and so keep going.

Sadiq Khan (Mayor of London): That is just one of them. Gatwick already owns the land. It could be done within the next Parliament with no need for public subsidy. With the jobs and growth, the boroughs there actually want it. There are so many reasons why, to me, it seems like a no-brainer. I am hoping that the new Prime Minister says yes to Gatwick with no dither, no delay and none of the problems that the Assembly Member knows will happen if there is a green light for a new runway at Heathrow.

Steve O'Connell AM: I agree very much. It is absurd that it has taken this long and it is important the Government gets on with it, rolls its sleeves up, overturns the ridiculous Davies report recommendations and grants Gatwick the extension. Thank you, Mr Mayor.

Tony Arbour AM (Chairman): Thank you. The next question on Black History Month falls because the Green Party are out of time.

Metropolitan Police Service Tattoo Policy

Question No: 2016/3268

[Steve O'Connell](#)

Following the Police Federation of England and Wales' suggestion that there should be a "sensible conversation" about visible tattoos, specifically those on the face and neck, will you be suggesting that the Metropolitan Police Service amend their eligibility criteria which states "candidates should not have visible tattoos on the face or above the collar line" and that "all other tattoos must be covered"?

[The Mayor](#)

The Met considers the appearance of its officers to be a reflection of their reputation and professionalism.

The Met have stated that they appreciate the Federation's views and recommendations on visible tattoos and that they are willing to engage in conversations around this topic with the Federation.

Metropolitan Police Service use of facial recognition system (1)

Question No: 2016/3269

[Steve O'Connell](#)

What facial recognition software is used by the Metropolitan Police Service and what is it used for?

[The Mayor](#)

The MPS uses a custody image facial recognition system to generate intelligence leads by identifying unknown individuals from images submitted to the system.

Metropolitan Police Service use of facial recognition system (2)

Question No: 2016/3270

[Steve O'Connell](#)

In each of the last three years, how much has the Metropolitan Police Service spent on its facial recognition system?

[The Mayor](#)

The MPS has a custody image facial recognition system but for operational security reasons it would not be appropriate to provide specific details.

Metropolitan Police Service use of facial recognition system (3)

Question No: 2016/3271

[Steve O'Connell](#)

How many images have been added to the Metropolitan Police Service facial recognition system in each year since 2012?

[The Mayor](#)

The MPS has a custody image facial recognition system but for operational security reasons it would not be appropriate to provide specific details.

Metropolitan Police Service use of facial recognition system (4)

Question No: 2016/3272

[Steve O'Connell](#)

What representations have you, MOPAC and the Metropolitan Police Service received in relation to the delay in new facial recognition guidelines being published by the Home Office?

[The Mayor](#)

The MPS was consulted as part of the review and we understand this is awaiting Ministerial approval for publication.

Metropolitan Police Service smartphone application

Question No: 2016/3273

[Tony Arbour](#)

What progress has been made in developing a more efficient online portal, or a standalone mobile application to allow Londoners to report crime, as suggested in my 2015 report 'SmartCop: A Crime Reporting Mobile App for London'?

[The Mayor](#)

Enabling the public to report crime online more easily forms part of wider improvements to the MPS' website and these improvements are scheduled to be available from April 2017.

I have also committed in my manifesto to launch a track my crime portal to give victims information on progress on their case.

Visit to USA and Canada

Question No: 2016/3274

[Tony Devenish](#)

I welcome your upcoming visit to the USA and Canada - how will you judge if your visit has been a success, and what monetary returns do you believe it will provide for London?

[The Mayor](#)

I will promote London's top trade, investment and tourism opportunities to a range of business audiences including the British American Business Council members, companies looking to partner with London, senior decision makers in financial services, and major investors in transport, professional services and tech - such as Bombardier, Shahid Khan, WeWork, The Carlyle Group, AIG, Edelman, and Blackrock. America is our most valuable overseas trading partner and I want to reiterate that London is Open for business.

I am sure that the 30 high growth tech companies accompanying me will do deals that create jobs here but, of course, we all know that commercial negotiations can take time.

I will meet the leaders of Montreal, Chicago and New York - all major global cities with successful policies and good practice that could bring everyday benefits to Londoners.

LOBO Loans

Question No: 2016/3275

[Tony Devenish](#)

The campaign group Debt Resistance has shown around 250 local authorities across the country have Lender Option Borrower Option (LOBO) loans, including many such loans held by the London Borough of Newham. The group suggest these loans had a face value of £563m, but now have a "fair value" of £959m. Do you support such borrowing by local authorities?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Standard and Poor downgrade

Question No: 2016/3276

[Tony Devenish](#)

What impact do you expect there will be from any decision by Standard & Poor's to downgrade Transport for London or the Greater London Authority's creditworthiness?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

PHV Regulation (1)

Question No: 2016/3277

Tony Devenish

Whilst it makes sense to ensure that private hire drivers are able to speak English to a reasonable standard, what justification is there for a written exam that is harder than the test for British citizenship?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

It is essential for public safety that all licensed drivers can communicate in English at an appropriate level. Communicating with passengers to discuss a route, or fare, as well as reading and understanding important regulatory, safety and travel information sent by TfL are crucial to a driver's role in protecting the public.

TfL will be introducing a requirement for drivers to demonstrate an appropriate level of reading, listening, speaking and writing skills, which are in line with the B1 classification used by the Home Office. These are equivalent to that expected in the early years of secondary school.

PHV Regulation (2)

Question No: 2016/3278

Tony Devenish

Given that the Mayor promised to be "the most pro-business Mayor ever", will he commit to an immediate cessation of regulations that threaten the livelihood of private hire drivers?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

I am determined to create a vibrant taxi and private hire market, with space for all providers to flourish, while driving up standards that will improve safety and the quality of service offered to all Londoners and visitors to the city

The number of private hire licensees has almost doubled in recent years - there are now over 110,000 private hire drivers and 80,000 private hire vehicles in London. It is therefore important, now more than ever, that safety and overall standards are protected across the private hire industry in London. My recently published Taxi and Private Hire Action Plan will address these concerns by ensuring our private hire trade is of the highest standard, both in terms of safety and quality, for the benefit of customers. The changes TfL is making to private hire regulations are an important part in achieving this. You can read more about my plans here:

<http://content.tfl.gov.uk/taxi-and-private-hire-action-plan-2016.pdf>

Tourism in London after the European Union Referendum

Question No: 2016/3279

[Tony Devenish](#)

Since the referendum on the UK's membership of the European Union, there has been a surge in tourists flocking to Great Britain, especially London. Tourism Alliance data shows there was an 18 per cent increase in foreign visitors to the Capital in July; Airbnb said it had seen a 24 per cent rise in visits to London, and Opodo said there had been a 42 per cent increase in flight bookings following the vote. Doesn't this prove that the decision to leave the EU hasn't isolated the UK, and specifically London, from the rest of the world - but instead encouraged more people from across the world to visit?

[The Mayor](#)

The Assembly member may be forgetting about the drop in the value of the pound that immediately followed the referendum result which has made London a cheaper destination for many overseas tourists. This has undoubtedly had a positive impact on tourist numbers.

However, I am certain visitors will continue to flock to London because it is a world class tourist destination, with the most vibrant and diverse cultural offering of any other global city, world-class restaurants and hotels, and great transport links among many other factors. I will ensure that we make it clear to the world that come what may, London remains open to tourism, business and talent from around the world.

Retail spending and employment after the EU Referendum

Question No: 2016/3280

[Tony Devenish](#)

The British Retail Consortium have said that consumer spending rose by 1.6 per cent in July, the biggest increase in six months. Also, figures from the Office for National Statistics from June show that employment has reached record highs, and that there has been no sign of a post-referendum hit to jobs in London. Is this not yet more evidence which proves that it's the people who create jobs, not the Government and certainly not the EU?

[The Mayor](#)

It is too early to conclude on the impact of the vote to leave the EU on London's economy. Whilst we cannot be complacent I am confident that, with the right deal with the EU, London will continue to thrive. Londoners will always be at the heart of the city's economic future. However, government, both London and central, also plays an important role. This is one reason why I have reconvened the London Finance Commission to assess which powers London needs to secure our future prosperity.

GP Planning (1)

Question No: 2016/3281

[Tony Devenish](#)

Over the last 6 years. How many GP surgeries have been given planning permission in London and how many have been completed and what information do you hold regarding the number of GP practices built in each borough of London over the last 6 measurable years?

[The Mayor](#)

The GLA does not currently hold this information and is currently working with the NHS Healthy Urban Development Unit to create a robust evidence base to inform a review of the London Plan's policies on health service provision.

GP Planning (2)

Question No: 2016/3282

[Tony Devenish](#)

Given that you plan to lobby the Government for further powers relating to the provision of health in London, what work do you intend to carry out, in conjunction with local authorities to ensure that London has an adequate number of GP practices in every borough?

[The Mayor](#)

My London Plan Team and Health Team are currently working with NHS stakeholders to model the primary care provision required to accommodate population growth in London.

London has some very specific population challenges that affect primary care provision - including a very mobile population but also emerging new residential areas. So I share the view of local authority and NHS colleagues that a key way to ensure that our city is able to respond to the needs of Londoners more effectively is by coordinating development and health service provision more closely and moving decision-making about these important issues much closer to Londoners, through devolution.

TfL Land (1)

Question No: 2016/3283 (Oral)

[Tony Devenish](#)

What level of reduction in land value do you anticipate in the sale of TfL land at Kidbrooke, in order to fund the provision of 50% affordable homes?

[The Mayor](#)

Sadiq Khan (Mayor of London): Can I thank the Assembly Member for this question? The Kidbrooke site is now out for tender. TfL has advised that at this stage to release the financial analysis carried out on Kidbrooke would impact its ability to secure the best possible bids from potential development partners.

What I can say is that under the previous Mayor this 4-acre site lay unused for

years. It was neither providing homes for Londoners nor generating income for TfL. That is not being partisan; it is fact. Sites like Kidbrooke are vital to delivering my commitment to build homes Londoners can afford. The site could deliver 400 homes, 50% of which would be affordable. This is the first of many sites that TfL will bring forward to deliver housing on its land over the next four years whilst continuing to secure the previous £1.1 billion income target in TfL's business plan.

It is worth reminding, Chairman, the Assembly that rather than selling off this land into the hands of a developer, this land will be developed by a joint venture company in which TfL will retain a significant minority share. This will ensure that 50% affordable housing is delivered and that TfL receives revenues to reinvest in transport.

Tony Devenish AM: Thank you, Mr Mayor, for your answer. Before the election, you pledged to retain the freehold on public land use for housing and, your manifesto says, "to use public land creatively to generate future income". How is this consistent with your plan not just to sell the land but to do so at a discount?

Sadiq Khan (Mayor of London): Let me just reassure the Assembly Member. TfL has identified a first phase consisting of 75 sites that are across 300 acres and this is the first of many sites. It is horses for courses. He will appreciate from his background that we cannot have one size that fits all. There are some sites where joint ventures will work. There are some sites that we may consider selling in their entirety and some sites that we will build on ourselves. He would criticise me, rightly so, if I had a one-size-fits-all approach.

Tony Devenish AM: Thank you. Last week, eight Members of the Assembly met with TfL's property team. It was a very useful meeting. One thing struck all Members from all sides of this Chamber. The approach that TfL is taking at the moment is very much with large housing associations and large developers and homebuilders. Many of us urged - I think all eight of us, actually - TfL to look at smaller housing associations, councils and small and medium enterprises (SMEs). If we are going to get full value for money and get as many houses built as possible, we need a really diverse approach to this.

Sadiq Khan (Mayor of London): I looked at those comments and I was struck by the dialogue. I have looked into this. Can I just reassure him of this? Most of TfL's larger sites are challenging and require significant infrastructure interventions, which makes them unsuitable to be broken up for smaller builders and SMEs to deal with. However, TfL has a large number of smaller sites that would be ideal for SMEs and community land trusts as well and we are carrying out work to understand the potential of those sites to be brought forward for development.

I will ask the Assembly Member, in a non-patronising way, to carry on chivvying TfL because he is right that it is really important to think about the SMEs, builders,

community land trusts and others. We cannot have the “usual suspects” building on these sites.

Tony Devenish AM: Thank you for that answer. On a slightly different subject, back to the initial question, Mr Mayor, I am concerned that this is a very complex subject and people are working very hard in your organisation but there is a risk that you could fall between the two stools, on the one hand, not to build enough affordable housing and, on the other hand, not to get true value for money for each of the land parcels for the taxpayer. Do you understand that risk?

Sadiq Khan (Mayor of London): Can I just say this, Chairman: the argument articulated by the Assembly Member was one articulated by the Conservative candidate who ran to be the Mayor of London. When I look at Shepherd’s Bush Market, when I look at Earl’s Court, when I look at 40 Long Acre in Covent Garden and when I look at the A40/Western Avenue, it could be argued that strictly speaking TfL had maximum bang for its buck. However, when we speak to the Londoners who cannot afford to live in London and when we visit these empty units of housing, not homes, and we ask the question: is this really the best deal for Londoners? My answer is no. That is why I am going to take a new approach in making sure TfL does right by London.

Tony Devenish AM: Finally, could I just say, you have fewer than 40 fulltime property experts working on this at the moment. You have 13 consortia of major organisations. That is still quite a small organisation to develop this huge project. We all agree that we need to build more homes for Londoners. Do you think you have enough resource to achieve what you wish to achieve?

Sadiq Khan (Mayor of London): I always take on board the comments you make because of your background in this. We are always reviewing this and keeping it under review. As you will be aware, we currently have a new TfL Board. If it is the case that we need more expertise, we will have to get in the expertise. What I will not have is the taxpayer losing out because of lack of expertise from TfL and so we will keep it under review, but I am always willing to speak to the Assembly Member offline if he thinks there are particular areas of expertise we are lacking. It is important that the taxpayer gets maximum value for what is a public asset.

Tony Devenish AM: Thank you.

TfL Land (2)

Question No: 2016/3284

[Tony Devenish](#)

Which other pieces of TfL land are you considering selling at below market value in order to fund the provision of 50% affordable homes?

[The Mayor](#)

Our current approach to developing TfL sites for housing involves selling the land to a joint venture of which TfL is part. The total land receipts will be consistent with achieving 50 per cent affordable housing across the portfolio.

TfL Land (3)

Question No: 2016/3285

[Tony Devenish](#)

What will be the impact on TfL's finances of your plans to sell TfL land at below market value, in order to fund the provision of 50% affordable homes?

[The Mayor](#)

TfL's finances will benefit from our plans to bring unused or underused into use, since doing so will generate income as well as providing much needed housing. The total land receipts will be consistent with achieving 50 per cent affordable housing across the portfolio.

TfL Land (4)

Question No: 2016/3286

[Tony Devenish](#)

Are there any pieces of TfL land that cannot be viably sold at a level that would enable the provision of 50% affordable homes?

[The Mayor](#)

All pieces of land we bring forward will have viable plans for their development. The level of receipts and affordable housing may vary between individual TfL sites, in order to achieve 50 per cent affordable housing across the portfolio.

TfL Land (5)

Question No: 2016/3287

[Tony Devenish](#)

If TfL's actions in selling land at below market value, in order to fund the provision of 50% affordable homes, were replicated in the private sector, what would be the impact on investment in London's housing market?

[The Mayor](#)

We have made clear that we will use public land where possible to support the delivery of more affordable housing. The total land receipts from TfL sites we bring forward for development will be consistent with achieving 50 per cent affordable housing across the portfolio.

TfL Land (6)

Question No: 2016/3288

[Tony Devenish](#)

How do you intend to maintain your pledge to retain ownership of public land in the provision of new housing?

[The Mayor](#)

TfL expects to retain the freehold of the sites it brings forward for development. This means that in agreement with me and local authorities, TfL can both control the level of affordable housing and retain a long term interest to generate revenue to reinvest in the transport network.

LLDC Oversight

Question No: 2016/3289

[Tony Devenish](#)

How do you intend to hold the London Legacy Development Corporation accountable for planning decisions that it makes?

[The Mayor](#)

The Legacy Corporation Board has appointed a Planning Decisions Committee to ensure that decisions on planning applications are made in an open, transparent and impartial manner. The Planning Decisions Committee (PDC) will either make the decisions on the applications submitted to the Legacy Corporation or delegate the decision to Officers of the Legacy Corporation's Planning Policy and Decisions Team (PPDT). Decisions are delegated in accordance with a Scheme of Delegation which has been approved at Board in public. The Planning Decisions Committee comprises three Legacy Corporation Board members, four independent members and five local councillors recommended by the four boroughs directly affected by the proposals for the Queen Elizabeth Olympic Park and surrounding areas. The Committee operates in accordance with its published Standing Orders and a Code of Conduct, and its meetings are public. The Planning Committee also works within the overall Board structures of LLDC within which the Mayor of London is represented and which includes as members the Mayors of Newham, Hackney and Tower Hamlets alongside the leader of Waltham Forest council. LLDC's planning authority is bound by the same rules and regulations as any other planning authority in the country. All Board Members and Planning Decisions Committee Members are appointed by the Mayor.

Night Czar (1)

Question No: 2016/3290

[Tony Devenish](#)

What steps will you take to ensure that the role of Night Czar will strike the right balance between supporting London's night time businesses and the autonomy of London Boroughs?

[The Mayor](#)

London's night time economy is worth £26.3bn and employs 700,000 people. It is a key driver of the economic and cultural regeneration of town centres. Local authorities are crucial partners in developing London as a 24-hour city and are already members of my Night Time Commission.

The Night Czar will build a positive coalition, so that all perspectives on the night time economy are taken into account. Local authorities, residents, business, workers, the police and the Night Time Commission will all be part of this.

Responsibility for licensing rightly sits with Local Authorities. However City Hall and the Night Czar can add value by supporting the sharing of best practice and bringing local authorities, the police and businesses together to ensure London is at the forefront of tackling the challenges of becoming a successful 24-hour city.

Night Czar (2)

Question No: 2016/3291

[Tony Devenish](#)

Under what criteria will you measure whether or not the role of Night Czar is providing value for money for Londoners?

[The Mayor](#)

The night time economy is vitally important for London. If London is to retain its reputation for world-class nightlife, no single organisation or public body can solve these problems alone. We all need to work together to ensure the capital thrives as a 24-hour city, in a way that is safe and enjoyable for everyone. That is why now, more than ever, London needs a Night Czar.

Specifically the Night Czar will:

Set out a positive vision and a roadmap for London to remain a global leader in culture and entertainment.

Develop best practice guidance so that we can catch and address issues, like those experienced by Fabric, at a much earlier stage.

Support the adoption of the Agent of Change to ensure venues can co-exist with housing as areas develop.

Advocate for the growth and development the Night Time Economy whilst balancing the needs of residents, workers and the public.

And realise the benefits of the night tube - which is an unprecedented opportunity for London to become a truly 24 hour city with culture is at the heart.

Anti-social driving

Question No: 2016/3292

[Tony Devenish](#)

Residents in the Royal Borough of Kensington and Chelsea experience significant disruption each summer from anti-social drivers, usually driving 'supercars'. What specific steps does the Metropolitan Police Service take to combat this sort of anti-social driving?

[The Mayor](#)

Westminster borough and the Metropolitan Police Service (MPS) are aware of the issue of an influx of foreign supercars in Knightsbridge and Kensington during the summer months.

In direct response to the issues and complaints by the public a Public Spaces Protection Order (PSPO) has been introduced in the Knightsbridge area, to address the excessive level of noise nuisance, annoyance, danger or risk of harm or injury caused by motor vehicles to members of the public. It is an offence for a person without reasonable excuse to engage in an activity that is prohibited by this Order. A person found to be in breach of this Order is liable on summary conviction to a maximum penalty of £1,000 or to a Fixed Penalty Notice of £100.

Local Officers will respond with a range of tactical options when there is intelligence about the problem or it is happening. This includes requesting drivers to leave the dispersal zone, and checking for insurance and driving offences. Refusal will result in arrest.

Notting Hill Carnival (1)

Question No: 2016/3293 (Oral)

1 Supplementary Questions

1 Commitments

[Tony Devenish](#)

What lessons will be learnt following this year's Notting Hill Carnival?

[The Mayor](#)

Sadiq Khan (Mayor of London): Thank you, Assembly Member Devenish, for your question. The Notting Hill Carnival continues to be one of the biggest and most successful street parties in Europe with millions of revellers attending every August Bank Holiday weekend. Frontline police officers work hard to keep carnival-goers, taking operational decisions based on the situation on the ground. It is particularly important that we address safety issues at the Carnival, including the specific issues that arose this year such as crowding, violence and the safety of police officers. City Hall would join with the police, organisers and other key agencies to thoroughly review the event, as they do each year, look at what worked well and what areas need improvement to ensure that the Carnival continues to be as safe and enjoyable as possible. My Deputy Mayor for Policing and Crime, Sophie Linden, attended the Carnival to observe the policing of the event. I will be discussing this issue with the Commissioner of the MPS and I await the outcome of the annual review.

Tony Devenish AM: Thank you, Mr Mayor, for your answer. What my local MP Victoria Borwick - known to all of us as an Assembly Member here - has called for is a full strategic review. I know we have a review every year but can I ask that this one is a substantial review? Would you support that? Could you please arrange for your Deputy Mayor for Policing and Crime to sit down with Victoria Borwick MP, me, Westminster and the Royal Borough representatives to look at the lessons learned? We do need change.

Sadiq Khan (Mayor of London): There are a number of issues there. First, on behalf of my Deputy Mayor for Policing and Crime, I agree to your request to meet with you, the local MP - who was also, of course, there - and the people you suggest. That is fine.

On the issue of a more fundamental review, first wait and see what the annual review comes up with. It is important not to jump the gun. Wait and see what the annual review says to see what lessons they feel need to be learned.

Tony Devenish AM: Thank you.

Notting Hill Carnival (2)

Question No: 2016/3294

[Tony Devenish](#)

What discussions have you had with the Metropolitan Police Service and MOPAC regarding future plans for policing Notting Hill Carnival following the increase in criminal offences and arrests this year?

[The Mayor](#)

My Deputy Mayor for Policing and Crime, Sophie Linden attended the Carnival to observe the policing of the event. City Hall is working with event organisers and I am speaking with the Commissioner about how we can ensure the safety of Londoners in future.

I have written to you on this subject in more depth.

Notting Hill Carnival (3)

Question No: 2016/3295

[Tony Devenish](#)

Will you and your Deputy Mayor for Policing and Crime meet with representatives from the Royal Borough of Kensington and Chelsea and the City of Westminster, alongside the Metropolitan Police Service to discuss future plans for the Notting Hill Carnival, including a reflection on what lessons can be learnt from previous years, and more of a commitment to joint working between the police and local authorities?

[The Mayor](#)

Please see my response to MQ 2016 / 3294.

Old Oak and Park Royal Development Corporation

Question No: 2016/3296

[Tony Devenish](#)

In over four months since your election, why have you not appointed a chairman to the UK's largest regeneration project? When do you expect to appoint one?

[The Mayor](#)

Following my election in May I was keen to put regeneration at Old Oak and Park Royal on a sure footing. Decisions made under the previous administration - including the proposed land deal with central Government- needed to be examined. So did the plans for delivering homes and jobs, which were not in my view sufficiently robust and included a very limited focus on affordable housing.

I therefore commissioned a strategic review of OPDC, which will conclude in the autumn.

I have taken the view that decisions about the Chair of OPDC should follow the report reaching its recommendations. Given that OPDC's strategic and investment work has been paused during the review, there has been no call for a Chair during the review period.

I look forward to updating Assembly Members once the review has concluded.

Free School Plans

Question No: 2016/3297

[Tony Devenish](#)

I would like to first congratulate Joanne McCartney AM on her new education responsibilities. What are the Mayor's plans for providing land for new free schools?

[The Mayor](#)

The GLA has provided 21 sites for free schools already and we do not anticipate that any significant number of new sites will be provided through GLA group land or buildings. However, I will continue to support the development of new schools but it will be by working with London Councils, the Regional Schools Commissioners and the Education Funding Agency to ensure that across London there are sufficient new school places, especially for secondary schools.

National Ugly Mugs Scheme

Question No: 2016/3298

[Andrew Boff](#)

How will an interruption of funding by MOPAC to the National Ugly Mugs scheme affect those victims of violence who are supported by them?

[The Mayor](#)

It is incorrect to assert that there has been an interruption of funding by My Office for Policing And Crime (MOPAC). In 2015/16, the National Ugly Mugs received £20,000 from MOPAC and this has been increased to £29,000 in 2016/17.

My Police and Crime Plan, which will be published by 31 March 2017, will outline how I will deliver on my manifesto commitment to make London a safer city for all. Future funding decisions will be informed by policing and community safety priorities in this plan.

Energy for London

Question No: 2016/3299 (Oral)

1 Supplementary Questions

1 Commitments

[Leonie Cooper](#)

The creation of "Energy for London" was a key part of your manifesto. Could you update us on what progress have you made so far towards its establishment?

[The Mayor](#)

Sadiq Khan (Mayor of London): Thank you, Assembly Member Cooper. "Energy for London" is an umbrella term for my approach to energy and climate change mitigation, which aims to cut London's carbon emissions and help Londoners out of fuel poverty.

Energy for Londoners is designed to tackle the significant energy challenges London faces - security, affordability and sustainability - whilst supporting my ambitious carbon emissions reduction target. I want Energy for Londoners to take an ambitious and innovative approach to energy and climate change mitigation, be readily recognised and trusted by Londoners through bringing our approach under one banner, provide a focal point for investment in energy and climate change programmes and measures, boost opportunities for leverage of capital to increase the impact of programmes and enable a more inclusive and coherent relationship with the boroughs and other stakeholders of energy and climate change delivery, while ensuring the GLA group is leading by example through our own carbon reduction programmes. The key objectives of Energy for Londoners are to reduce CO₂ emissions and alleviate fuel poverty through energy efficiency in buildings, retrofitting, increased generation of clean energy, low-carbon heat, fair and more affordable energy tariffs and better, more effective use of energy.

While progress has been made internally on Energy for Londoners, I am expecting much more over the coming months. This is one of the reasons why I have appointed my new Deputy Mayor for Environment and Energy, Shirley Rodrigues, to drive this programme forward. Shirley will be on board from early next month. A project team and internal governance group have been established and clear objectives for Energy for Londoners have been set. A particular focus of officers has been my commitment to establish a not-for-profit energy company, and my officers have been taking advantage of the wealth of experience amongst stakeholders to undertake an initial feasibility assessment and options appraisal process. We need to ensure that this company delivers for Londoners at the lowest cost and least risk.

My team has also been engaged with the boroughs in the development of plans to ensure that they are both supported and engaged as they will be a vital part of delivering Energy for Londoners. We will soon be setting out the long-term strategy for the not-for-profit energy company following detailed business modelling. My Deputy Mayor for Environment and Energy will set out our approach in more detail after she takes up her position in October.

Leonie Cooper AM: Thank you very much, Mr Mayor, and I greatly look forward to the time when Shirley Rodrigues [Deputy Mayor for Environment and Energy] starts next month.

You talked about liaison with the boroughs, but there are many community and civil society organisations, fuel poverty groups and think-tanks that also have been developing a lot of ideas about what Energy for London could be and could deliver. I just wondered how they will be consulted and how they will feed in as well.

Sadiq Khan (Mayor of London): We have already started speaking to them. A lot of the - if you will forgive the pun - energy behind Energy for London has come from those sorts of groups. We will carry on speaking to them and making sure that their views are taken on board.

Leonie Cooper AM: It is Community Energy Fortnight that this Mayor's Question Time is falling in, with over 50 events being held nationally, kicked off by a big conference in Oxford for Community Energy England and Community Energy Wales. Recently, last week, a number of community groups got together in London and they were talking about setting up Community Energy London to create a point of contact for City Hall.

I wondered if you had thoughts on that, particularly bearing in mind that recent London Community Energy share offers have been oversubscribed and subscribed before the time was up, highlighting a very clear appetite from ordinary Londoners to invest in community energy, with central Government now effectively side-lining its support for community energy despite obvious vibrancy and interest. How will you be looking to ensure that community energy thrives in the capital and will it

form part of Energy for London?

Sadiq Khan (Mayor of London): I know the Assembly Member has expertise in this area, but there is a great appetite from Londoners around this area; just look at the responses to consultation in relation to air quality.

Can I suggest that the Assembly Member meets with Shirley [Rodrigues, Deputy Mayor for Environment and Energy] as soon as possible? I will try to see if I have access to her diary to make sure it happens sooner rather than later because what I want to do is make sure that she is plugged into some of the energy and excitement taking place in stakeholders across London.

Leonie Cooper AM: That would be extremely helpful and thank you very much for that.

Garden Bridge

Question No: 2016/3300 (Oral)

1 Supplementary Questions

1 Commitments

[Len Duvall](#)

Are you confident that the Garden Bridge will not require any taxpayer bailout once it is built?

[The Mayor](#)

Sadiq Khan (Mayor of London): Thank you, Chairman, and I thank the Assembly Member for that question. I have been clear that no more of Londoners' taxes for which I am responsible will go into the Garden Bridge. The Garden Bridge Trust has had a funding commitment from TfL and, as far as I am concerned, that is it. No more. Raising the rest of the money is a job for the Garden Bridge Trust as it works towards completing the bridge in 2019. I believe it can achieve its targets if it works harder here. It has plenty of people who want to support projects like this, especially in a great city like London. What I can be clear about, though, is that it will not get any sort of bailout from me, not now nor in the future.

Len Duvall AM: Can we be very clear, Mr Mayor. No bailout even if it runs into difficulty on running costs once it is built? No bailout if it half-completes the bridge and it is standing halfway across the Thames? On those two issues, running costs and bailout, can we just be clear what you mean?

Sadiq Khan (Mayor of London): There are two issues. One is maintenance; one is a pier.

Len Duvall AM: It could be three-quarters of a bridge with the way it is going.

Sadiq Khan (Mayor of London): The Assembly Member will be aware that a condition of Lambeth and Westminster allowing the Garden Bridge was that if the Trust falls into difficulty, TfL will take over the bridge. That includes maintenance costs. That is part of the agreement already reached by the previous Mayor and we will stick by that.

Len Duvall AM: You will stick by that?

Sadiq Khan (Mayor of London): That is an eventuality that hopefully will not arise. The second issue is one that the trustees of the Garden Bridge Trust need to recognise because they are liable in relation to a project starting that they do not have the money to complete. That is an issue for the trustees to be fully aware of before any building work starts, which is subject to the various agreements being reached that they are trying to reach.

Len Duvall AM: We had opposition as of yesterday when we were told the Charities Commission is now investigating the Garden Bridge amid claims of financial mismanagement. We have a background issue of donors falling out from the Garden Bridge. We have some sources in TfL - it sounds like the previous (Inaudible), Mr Mayor, and I do not want to go back there - and we have a view at the top saying it is on the at-risk register and it will not ever be built. You are at the top but whoever is speaking in your name and briefing the media is saying there are some question marks. We have TfL officials now distancing themselves from a project they once championed and quoting that the Garden Bridge "is on life support". It has also emerged - I was not clear and I do not think it was in the public domain - that a month before Boris Johnson MP [former Mayor of London] left, he gave it a further £7 million on the basis that construction work was about to start.

Mr Mayor, you have given a commitment that there will be an inquiry into the Garden Bridge. Can you give us any more light about when that internal inquiry will take place and how it will be done? Who is doing it? What is the role of City Hall in relationship to TfL? Is it a TfL internal inquiry? I think we know where that will go. What are we talking about in terms of the inquiry into some of the issues around the Garden Bridge?

Sadiq Khan (Mayor of London): We are working on what the terms of the inquiry would be. As soon as we are in a position to announce that, we will.

Len Duvall AM: Soon?

Sadiq Khan (Mayor of London): Soon.

Len Duvall AM: Would you agree that despite the spin from Government, it is walking away from this project as well? Do you think that? From your position as Mayor, where do you put its announcement recently?

Sadiq Khan (Mayor of London): To be fair to the Government, which is unusual for me, it has agreed to underwrite a sum of money - I do not have the figure to hand but I think it is £9 million - in relation to the risk. It is for the Government to defend its position, not for me, but that may be a bit unfair on the Government.

Len Duvall AM: I have seen papers from Government that seem to think TfL is managing this project. Would you like to describe what you think the relationship is between TfL and the Garden Bridge Trust?

Sadiq Khan (Mayor of London): The Garden Bridge Trust is very definitely in the cockpit, not TfL.

Len Duvall AM: Just for the sake of clarity, Mr Mayor, you are saying the only money we are in for is part of a legal agreement, in case the Trust fails, in terms of the maintenance or day-to-day running costs of the bridge? Presumably the inquiry will look into whether we can get out of that legal agreement. Maybe you have asked that question. Is that the only thing that we, legally, at this moment, are in for?

Sadiq Khan (Mayor of London): They are all good questions. Just so we are clear, Assembly Member Duvall, there is no new commitment post my election as Mayor. The Garden Bridge Trust and the public were aware of this before my election because I was clear during the campaign that there would be no new money should I have the privilege of being the next Mayor. For any commitment there is, the agreement was reached before I became Mayor, as you have set out in your question.

Len Duvall AM: Mr Mayor, TfL finances are quite difficult and complex. You are on top of it. There is still work to do in terms of future budgets and future commitments. If it comes to making cuts in certain services, is the Garden Bridge going to be included, in terms of the day-to-day maintenance in the future, as one of those cuts that you could consider - it is your choice - against other aspects of genuine public transport provision? What is your thinking around that at this stage, bearing in mind you have said earlier on we are in a time of difficulty with public services cuts being made?

Sadiq Khan (Mayor of London): You have asked me a hypothetical question. Let me tell you where we are. The TfL spend is £23.88 million. That has already gone.

Len Duvall AM: I do not share your confidence, Mr Mayor, that the Garden Trust will provide the maintenance. We will end up picking up that bill. You are a bit more confident than me at this stage that they will pick up the cost of the maintenance. I am not confident and I am asking you to think ahead. If we have to pick up that bill, is it going to be subject to the TfL cuts process or will it be ring-fenced?

Sadiq Khan (Mayor of London): You are asking if I am going to breach the legal agreement. Is that your question?

Len Duvall AM: No. I presume that if as part of that legal agreement we take over the maintenance, it becomes a public transport project. I am asking genuinely, if it becomes a TfL scheme, whether, when you come to make choices about public transport cuts, this is going to be included in them.

Sadiq Khan (Mayor of London): That is a question you should ask once I have published my business plan later on this year.

Len Duvall AM: Excellent. Thank you, Mr Mayor.

Short Term Holiday Lets

Question No: 2016/3301 (Oral)

[Tom Copley](#)

How will you work with boroughs to ensure that sites such as Airbnb work proactively to ensure

their users do not violate new laws restricting short term lettings to 90 days per year?

The Mayor

Sadiq Khan (Mayor of London): Thank you, Chairman. I want to encourage as many people as possible from around the world to visit London and I welcome the fact that Airbnb and similar sites help to make it cheaper and easier for people to do so. I am proud to say that London is open and the fact that London is the third most popular city in the world for Airbnb shows both that London is a welcoming host and that guests are keen to come here. That is why I support the right of Londoners to be able to benefit from renting out their homes for short periods, to meet new people, to earn a little extra money and to add to the residential offer for visitors.

Clearly, this has to be balanced against the needs to ensure that Londoners are not adversely affected by high levels of churn of visitors in specific areas or buildings. I was also concerned to read recent reports from the Residential Landlords Association about the number of homes now being advertised for short-term lets that otherwise would go to Londoners who would rent privately. For these reasons, I understand the concerns that some people have about short-term lettings in London.

As you mentioned, Assembly Member Copley, the legal situation with short-term lettings in London changed last year. Until 2015, provisions in the Greater London Council (GLC) Act 1973 made clear that, unlike the rest of the country, planning permission would be required in the capital if people wanted to rent out homes for fewer than 90 consecutive nights. Following the Government's changes, Londoners no longer need planning permission to rent out their homes for short-term lettings of fewer than 90 days but only if the total number of days that homes are let for in a calendar year does not exceed 90.

These changes have had almost 18 months to bed in and for boroughs to monitor and enforce. If boroughs are finding that the legislation needs to be revisited to make sure we find a better way of balancing the benefits of the sharing economy with the protection of local residents and the retention of housing for long-term use, then I am more than happy to work with boroughs and discuss with the Government whether any changes may be needed.

Tom Copley AM: Thank you, Mr Mayor. I am pleased you talked about balance because many of us use Airbnb when we are staying in other cities, but there is no doubt that it is putting pressure on the housing stock in London. I know that the Bloomsbury Association has been in touch with Assembly Member Dismore to raise this very issue in that area of London.

One of the issues is, of course, that although local authorities are bound to enforce the legislation on 90 days, it is very difficult for them to do so because they have

very few resources to dedicate to this and because they simply do not know which properties are being let out.

Do you think the onus should be on Airbnb and services like it to ensure that through their websites people are not able to violate the 90-day rule rather than the onus being on local authorities?

Sadiq Khan (Mayor of London): I know that other cities have grappled with this issue and in other cities there is more power given to mayors and municipal governments. I need to be guided by what the London authorities are telling me and so far I have not been lobbied by the 33 boroughs in relation to the issue. However, if it is the case that there are particular issues that they want to lobby Airbnb about or lobby the Government about, I am more than willing to listen to the local authorities. They have more experience at the coalface than I have at City Hall.

Tom Copley AM: Do you think, though, that there is an imperative for websites like Airbnb to ensure that they do not allow people to violate the law? Even though technically Airbnb is not responsible for enforcing the law, it would not be very difficult for it to ensure that people were not able to rent out the same property for more than 90 days a year.

Sadiq Khan (Mayor of London): My understanding is that there are bodies and people monitoring sites to see whether that is happening. That is a conversation that, clearly, needs to be had with Airbnb because it is the case –

Tom Copley AM: That is not what I have been hearing from boroughs. Maybe we need to have a little bit more of a conversation about this outside of Mayor's Question Time. I have been hearing that they simply do not know the scale of it in many areas because they do not have that level of information.

Would you commit to having your Deputy Mayor [for Housing, Land and Property], James Murray, or someone else senior in your team to meet with Airbnb to discuss this? It is in Airbnb's own interests to ensure that the rules are not flouted. At some point, if the situation gets really bad, we could end up with calls for a ban, for example, like in Berlin. Surely it is in their interests to make sure that the situation with short-term lets does not eat up too much of the private rented stock and the rules are enforced.

Sadiq Khan (Mayor of London): Look, the sharing economy is a very new concept. Also, I am quite conscious not to put my tanks on local authority lawns. If local authorities want me to help in relation to a meeting with Airbnb, I am willing to work with them. I know that Camden and Westminster have particular issues for the obvious reason of their location. So far I have not been approached by local authorities or London Councils but, if they want to approach me to facilitate a meeting, I would be happy to try to organise that. I have to be quite careful about

not taking away from local authorities the responsibilities they have when they have not asked me to do so.

Tom Copley AM: Thank you, Mr Mayor.

Affordable Housing

Question No: 2016/3302 (Oral)

[Tom Copley](#)

I welcome your introduction of a base level of 35% affordable accommodation from all private developments in London. Can you outline how through other means you will achieve your target of 50% of new homes being genuinely affordable?

[The Mayor](#)

Sadiq Khan (Mayor of London): Thank you, Assembly Member Copley. I want London to be building far more homes and I want more of them to be genuinely affordable. It is important that I am honest with Londoners by saying that we will not fix the housing crisis overnight, but I will work every day as the Mayor to make housing more affordable for Londoners to rent and buy.

The Assembly Member will be aware - although others may not be - that I am not able to impose a new London Plan. For the foreseeable future, we have to use the current London Plan. As you mention, I have a strategic goal for 50% of all new homes to be affordable. Unfortunately, moving towards that goal will take time. Last year just 13% of homes given permission in the capital were affordable. I am going to raise the level of affordable housing by using my planning powers alongside investing the funding that is available and the release of public land.

In terms of planning, my team is currently developing Supplementary Planning Guidance (SPG) to increase the numbers of affordable homes delivered through the planning system. This has to be done within the context of the policies in the current London Plan and so it cannot set a target for affordable housing. What it will do in the meantime is seek to make the viability assessment process more consistent and transparent. By improving the viability assessment process, I want to address concerns raised by developers, boroughs and local communities about the role of viability in planning decisions, giving greater certainty and clarity, which I believe will be to everyone's benefit.

As part of the drafting the SPG, I am also exploring an innovative new approach whereby, if applicants voluntarily meet an agreed level of affordable housing, they could benefit from a faster and more certain planning process. Although the press has speculated, this level has not been finalised or announced. I will set out detailed in a draft SPG that will be published for consultation later this autumn.

Tom Copley AM: Thank you for that answer, Mr Mayor. Everybody - not just in this room but also developers - will be pleased to hear that you want to move beyond the hated viability assessment, which is really not in anybody's interests. Is what you are proposing, therefore, to essentially say to the developers - and 35% was mooted but you have just made clear that the figure will be published later on - "Take this figure and you will get a fast track through or we are going to put you under a lot more pressure during the viability assessment to make absolutely sure that what you are proposing is true in terms of the figures"?

Sadiq Khan (Mayor of London): The Assembly Member has a brilliant ability to make things that are very complicated sound very simple. I would not have used those words, but it is not an unfair summary of where we are going.

Tom Copley AM: Fantastic. Thank you. You have this 35% for private development. In order to reach your 50% strategic long-term target, it is going to mean having a much bigger share of affordable housing of the homes that you are building, for example, through TfL, is it not?

Sadiq Khan (Mayor of London): Again, that is a fair conclusion to be reached. I have looked and studied - and the Assembly Member will be aware of them because he lived through them - some examples of TfL land sold off, even, by the way, some "joint ventures", which have failed London. That is why - and the phrase I used was "an innovative approach" - that is a fair conclusion that you have reached.

Tom Copley AM: Thank you. Can I turn to the definition of "affordable"? You have talked about "genuinely affordable" and that is what we all want to see. Will the SPG seek to establish targets for each type of tenure that you have defined as "genuinely affordable" in your manifesto? I think you have set out three.

Sadiq Khan (Mayor of London): That is one of the things that we are looking into and that is why we are having a consultation over the summer leading up to the publication of the SPG in the autumn. The Assembly Member will be aware that, as far as I am concerned, the reason I have added the word "genuinely" before "affordable" is that "affordable" is a euphemism for so many things and Londoners have lost confidence in the word "affordable".

The three models that he knows about are in relation to social rent, homes with the London Living Rent and shared ownership. We are talking to not just developers but housing associations, local authorities and others about what sort of housing we could have on each particular piece of land. That is why the SPG deserves consultation, which we will be doing the course of this summer and early autumn.

Tom Copley AM: Thank you very much.

London's Safety

Question No: 2016/3303 (Oral)

Unmesh Desai

Metropolitan Police Commissioner Sir Bernard Hogan Howe has said that a terrorist attack in London is a question of "when, not if". In light of his assessment, do you think the Government is doing enough to keep Londoners safe from the threat of terrorism in our city?

The Mayor

Sadiq Khan (Mayor of London): Thank you, Chairman. I want to take some time addressing this as it is an important issue that is a huge source of concern to many Londoners. Londoners' safety is not simply an opportunity to make a 30-second peroration or speech but it is an issue worthy of proper discussion.

As Mayor, my absolute priority is to keep the people of London safe. This is why one of my first acts as the Mayor of London was to ask Lord Harris [Baron Harris of Haringey] to conduct a thorough review into London's preparedness to understand whether London is fully prepared for a terrorist attack. The review is currently being completed and will be published this autumn. It will tell us not only how key services across the board are working to keep us safe from terror but will also identify what we need to do to improve efforts.

I am confident that our police and our other agencies already do a great job, but while there is any threat to the city there will always be more we can do to link up and support our services. I meet regularly with the Commissioner [Commissioner of Police of the Metropolis] and receive frequent briefings on counterterrorism efforts, emerging and changing threats and the work the police are doing to tackle extremism. So far, this has provided me with confidence in the MPS's ability to respond to this threat and I will continue to meet with senior officers on an ongoing basis to discuss how to keep Londoners safe.

On a national level, I know that this is a priority for the Government, but we must ensure that funding is proportionate to deal with this threat. I met with the Home Secretary yesterday and, as I have said before, I will continue to lobby the Home Office to ensure that London gets its fair share of the policing budget. My Deputy Mayor [for Policing and Crime] Sophie Linden and I have already set out to the Home Secretary what we think constitutes a fair deal. This is particularly relevant when it comes to counterterrorism and the MPS's responsibility for this on a national level as we need to ensure that the funding we receive reflects this.

I have agreed to an increase in the number of armed officers, which I believe will ensure that the MPS has the flexibility and capacity to respond to any potential terrorist threats. I am pleased to see some of these officers already on our streets. The Harris review will clarify what further resources may be needed and the Commissioner, the Deputy Mayor [for Policing and Crime] and I will be taking careful

consideration of its recommendations.

Also, what is needed is a new push to tackle radicalisation and extremism and I am in discussions with the Government on how best to achieve this, including looking at the work that Louise Casey [Dame Louise Casey CB, Director General, Casey Review Team] is doing on social cohesion and integration. As I have made clear in the past, my view is that social cohesion is at the very core of combatting radicalisation and extremism and this will be a core element of the Police and Crime Plan for London.

As the Commissioner stated, the threat level is at “severe”, meaning an attack is highly likely, but our security services and police do an exceptional job. We must all remain vigilant but continue to enjoy the freedoms that we have in our great city.

Unmesh Desai AM: Mr Mayor, political correctness on the part of the prison authorities is allowing extremism to flourish in our prisons. That was a finding of the report by ex-prison governor Ian Acheson regarding radicalisation in prisons.

What do you have to say about this? Particularly, what do you have to say about unsuitable literature that does not conform to certain fundamental values that we all hold as a society getting into prison and also - how can I say this - the wrong sorts of chaplains and imams getting access to our prisons, again, people who do not hold or conform to certain fundamental values that we all hold as a civil society?

Sadiq Khan (Mayor of London): I will just say to the Assembly Member that I have had a record - both before I got this job as the Shadow Justice Secretary and since I got this job - of expressing my concern about the lack of action taken in our prisons and young offenders institutions (YOIs) in relation to vulnerable young men who become radicalised and also not doing enough to de-radicalise those men - and they tend to be men in men’s prisons - who have been radicalised and are not being de-radicalised. In 2010, the previous-previous Inspector of Prisons expressed concerns about this issue. The previous Inspector expressed concerns about this issue. It is an issue that has not been dealt with over the last six years.

I am pleased to say that Michael Gove as the Justice Secretary commissioned the Acheson Review. I will be closely following the responses from the Government to the review and, where necessary, continue to make representations to the Government through the Home Secretary and the Justice Secretary to grapple with these issues.

In my view, in a prison or a YOI, you have a captive audience. You can do stuff that you cannot otherwise do in society. We should be using that captive audience and taking action.

Unmesh Desai AM: What are your views on how prisoners who have been radicalised or are suspected of being radicalised in prisons, once they are released,

should be handled?

Sadiq Khan (Mayor of London): It is really important to recognise that, putting aside radicalisation for a second, prisons are known historically as “universities of crime” because vulnerable young men going to prison often as first-time offenders or for their first time in prison become “groomed” by more serious criminals to become more serious criminals. The same applies to radicalisation and extremism. The Acheson Review provides an opportunity for the Government and for the Prison Service to grapple with this.

It means skilling up prison officers. It means giving the governors the tools they need. It means making sure that imams and prison chaplains have the confidence and support of those in positions of power and influence. It means training them up as well. It means looking at congregational prayer. It means looking at association. It means not being afraid to isolate people whom you worry are radicalising others.

If we cannot address this issue when there is a captive audience, it does not give me confidence that we will deal with this issue when those of us who are outside prison worry about this and what happens outside prison.

Unmesh Desai AM: Thank you, Chairman. I have further questions but I will write directly to the Mayor.

Pensions

Question No: 2016/3304 (Oral)

5 Supplementary Questions

[Andrew Dismore](#)

There's a strong cross-party consensus that everybody should have a workplace pension - irrespective of their employment status - as workplace pensions reduce pressure on the state pension system and ensure people who've contributed to society and the economy are not impoverished in old age. What can you do as Mayor to support pensioners in the capital and ensure businesses are aware of their new duties to provide a workplace pension?

[The Mayor](#)

Sadiq Khan (Mayor of London): Thank you, Chairman. Can I thank Assembly Member Dismore for his question. Since October 2012, employers have been required to automatically enrol employees and workers into a workplace pension. The Government, the Pension Regulator, business organisations and professional institutions have provided guidance to help employers understand their duties. I want to ensure that adults in London have access to affordable financial services, including those that will help them save and plan for retirement.

In terms of Assembly Members' allocations, I appreciate the difficult situation that some Assembly Members have been placed in as a result of the previous Coalition Government's decision to deny them access to the Local Government Pension Scheme (LGPS). I believe that everyone should be entitled to a good pension so that they can live comfortably in retirement.

Therefore, I did not support the legislation in Parliament whilst I was a MP. However, it is now the law.

As you will be aware, the previous Mayor attended the Bureau of Leaders in 2014 to discuss the introduction of a new pension provision for Assembly Members and the Mayor. He indicated at the time that he would not be able to support a new pension provision for Assembly Members. I understand from officers that his view was that it would fly in the face of the intention of the Government's deliberate decision on LGPS and it would be very difficult to justify to London taxpayers at a time of extreme public sector cuts.

I have made enquiries with the Local Government Association (LGA) and others and have been informed that they are only aware of one local authority providing an alternative pension arrangement for their members and this only applies to the elected mayor and cabinet. Councillors and executive mayors work extremely hard; many are fulltime, having given up paid employment, often with better pay and nearly always with a better pension. The law defines councillors, like mayors and Assembly Members, as "officeholders". No other local authority or directly-elected mayor has felt able to provide alternative arrangements.

I am sorry that Assembly Members - and of course me as the Mayor too - have been put in this difficult situation by the Government. However, I simply cannot justify the expenditure on a new pension scheme for Assembly Members at a time of real budget pressures across the GLA and functional bodies, particularly as significant additional expenditure would be required to secure an equivalent benefit to that previously available under the LGPS.

Public finances will only get tighter as a result of the economic uncertainty in the aftermath of the European Union (EU) referendum and we face many difficult decisions in the years ahead. According to officials, a new pension scheme would cost London taxpayers between £760,000 and £2.14 million over the course of a four-year term, with governance and administration costs on top of this. Even just spending the same amount as was previously contributed to the LGPS would run contrary to the Government's intentions and open Assembly Members up to the accusation that they are looking after their own interests at the taxpayers' expense at a time of severe cuts across the public sector.

Notwithstanding the above, I will remain happy to support Assembly Members if they wish to make a case to the Government. I am happy to provide a cover note for the letter drafted by the Chairman of the Assembly and will consider any appropriate next steps based on the Government's response.

Policing

Question No: 2016/3305 (Oral)

[Len Duvall](#)

Do you believe the Met got its marketing PR right for the launch of Operation Hercules? Were you or MOPAC consulted over the messaging, values, and ethos that the Met Police wanted to convey?

[The Mayor](#)

Sadiq Khan (Mayor of London): Thank you, Chairman. Nothing is more important to me

than keeping Londoners safe. This is my first and most pressing priority as Mayor. That is why one of the first things I did on becoming Mayor was support an increase in the MPS's armed capability and I asked Lord Harris [Baron Harris of Haringey] to undertake a review into London's preparedness. This includes looking at the MPS's armed response capability to ensure our city and emergency services have the resources and expertise they need to respond in the event of an attack. The Commissioner [of Police of the Metropolis] informed me of his intention to deploy more visible policing tactics over the summer, but I was not consulted specifically about the public relations (PR) and messaging that accompanied the launch of Operation Hercules.

The launch took place less than a month after the tragic events in Nice and it was an opportunity for the MPS to send a message of reassurance about London's preparedness. However, I do appreciate that some members of the public may have found the images of heavily-armed police officers wearing balaclavas a bit disconcerting. It can be difficult, but we do need to strike the right balance to ensure we are able to deter hostile acts and reassure the public of our capability to respond decisively in the event of an attack without unduly alarming Londoners. I know this is something the MPS always considers and I am sure it is something it will continue to reflect on as we go forward.

Our armed response teams do a very difficult job. They put their own lives at risk every day. They are at the front line, protecting Londoners across our city. We cannot shy away from the reality we are faced with. The threat level here in London has not changed; it remains at "severe". Especially in light of recent deadly attacks in Europe, it is important that we are prepared and show that we are prepared in an appropriate way. Through Operation Hercules, we will see more armed officers on our streets but, as Mayor, I want to be clear that there is no reason for Londoners to be alarmed. It is important to remember that armed policing in London is used less frequently than in most comparable cities and the MPS seeks to use this capability judiciously and only to protect the public from the most serious threats.

Len Duvall AM: Thank you, Mr Mayor. I welcome the upgrade and the changing of tactics to meet the new and emerging threats and I, like you, have utmost admiration for those volunteers within the police service who go for this type of work and volunteer. They do it with no extra resources and money. It was important that we add that capability. It was a cut that should never have been made. I am glad to see that you have reinstated it.

In the imagery and the issues, there were some important messages that were lost. I do not believe that senior police officers should speak with balaclavas and give interviews with a mask and think that is what policing should be. They should have removed that. In some cases, there were interviews conducted on that basis. In the following day's media, it was more about the type of kit and the issues rather than the emerging threat we face. Sadly, some tactics were in the public domain that I do not believe should have been put into the public domain. Why do you want to give your opponents a heads-up about what you are going to do in certain circumstances? Those issues around that imagery detracted from the message.

Clearly, there is still a lot of work the MPS needs to do. Can you give some assurance that it will engage with young people who have a different image of the MPS's firearm capacity and its work in our communities as well as certain communities? There was a bit of an own goal. I understand the issues around the deterrent but it could have been done in a slightly different way. As a supporter of this work, I thought it lost points. The more important thing is how we regain and work with those who misunderstand or perpetuate myths about the work that you

have tried to answer earlier on: the role of our firearms officers and their interactions with London's communities.

Sadiq Khan (Mayor of London): Chairman, I am not sure if I agree with all the points raised by the Assembly Member. I am not suggesting that he said this, but we have to accept that armed officers have to be anonymous most of the time for very good operational reasons that I can discuss with him offline if he wants me to. There are good reasons why that happens.

He raises a separate point about whether we are inadvertently letting the bad guys know what we would do. Again, there are very good operational reasons why we want the bad guys to know what would happen in relation to them trying to do bad things to the citizens of London. There is an issue on which he has a very good point in relation to not inadvertently scaring off people whose co-operation we need to keep our city safe, particularly young people. It is very important that we take on board the points that he has made.

It is important with all the messaging on security and operational issues that we do not unduly alarm Londoners. We need to instead reassure the public about the work that is taking place to encourage Londoners to be vigilant and work with the police to report any suspicions they have. To be fair to the Commissioner and his senior team, they are always learning and evolving in relation to these issues. Just like the bad guys evolve in relation to what they want to do to us, we have to evolve in relation to lessons we can learn. I take the comments he makes in the spirit in which they were intended, as I am sure the Commissioner and his team will do as well.

Weekly Oyster Capping

Question No: 2016/3306 (Oral)

[Florence Eshalomi](#)

How will you ensure that Oyster users benefit from weekly capping at the earliest opportunity?

[The Mayor](#)

Sadiq Khan (Mayor of London): Thank you, Chairman, and I thank Assembly Member Eshalomi for her question. I am working with TfL to bring Oyster into line with contactless as soon as possible. TfL's introduction of contactless payment cards has been a huge success. Around one in ten contactless transactions in the UK are made on TfL's network, making it one of the largest contactless merchants worldwide. I would encourage those with contactless cards to use one.

However, extending the Monday to Sunday capping to Oyster customers is a complex process that requires changes not only to card readers but to back office and retailing systems, including substantial development of the computer systems supporting contactless payments. This means that extending the Monday to Sunday capping to Oyster customers will happen towards the end of a planned series of improvements that will benefit Oyster customers.

In the meantime, we are already making transport more affordable. Since Monday, millions of bus and tram passengers, Oyster and contactless users alike, have been benefiting from the Hopper fare. 30 million annual bus journeys will become free and from January all TfL fares will be frozen. You will not pay a penny more for a TfL fare in 2020 than you do today.

Florence Eshalomi AM: Thank you for that, Mr Mayor. It is great that now, with the introduction of the Hopper, Oyster users will be able to benefit more, but the reality is that Oyster users are still being charged a lot more. It is good to see that TfL is working on this but it said back in 2014 that it was working on the back office in terms of bringing this forward. Can you explain why there has been a delay? Have you had any additional information from TfL on this?

Sadiq Khan (Mayor of London): Once she asked the question, Chairman, I looked into the issue. In fact it was 2013, not 2014. It is even worse than she suggests. The date given by the previous Mayor was not feasible given the work required to deliver this upgrade and the rollout of contactless. TfL has assured me that it is now a priority and work is in hand to deliver it. This means that extending Monday to Sunday capping to Oyster customers will happen as part of a planned series of improvements that will benefit Oyster customers. Seven-day capping, as I said, will be launched once TfL has been fully assured that the new features are working properly and that no other elements of Oyster are at risk of being impacted.

Florence Eshalomi AM: That is great, Mr Mayor. In a reply to my predecessor, Valerie Shawcross CBE [former AM and Deputy Mayor for Transport], TfL did say that Oyster capping would not come in until 2017 or 2018. Given your manifesto commitments, can you please try to ensure that it is 2017 and not 2018?

Sadiq Khan (Mayor of London): I hear you loud and clear. It is an issue for us. Once I have more news about the data, I will come back if that helps.

Florence Eshalomi AM: Thank you.

Planning for Creative Enterprise Zones

Question No: 2016/3307 (Oral)

[Nicky Gavron](#)

We welcome your manifesto promise of Creative Enterprise Zones. How will this new designation be supported in the London Plan?

[The Mayor](#)

Sadiq Khan (Mayor of London): Thank you, Chairman. I thank the Assembly Member for this question. I see the creative sector as critical to London's future prosperity and creative industries as a key driver of regeneration. As a result of the work that she did previously, boroughs have to look at how they might develop cultural quarters when they are preparing their local plans. Cultural quarters accommodate new arts, culture and leisure activities, enabling them to contribute more effectively to regeneration. They are an example of pro-cultural planning.

Through the Creative Enterprise Zones, I want to give an added boost to enable the creative community to put down roots so that people who are playing an important role in the revitalisation of an area can remain there as it develops. Creative Enterprise Zones will put in place a package of incentives that are tailored to local circumstances and needs. This will be supported through the London Plan by promoting new arts and cultural facilities and major new mixed-use developments, encouraging a number of neighbourhood plans in the capital to

have culture at their height and encouraging boroughs to use Article 4 directions. This will also address the loss of workspace, pubs and music venues through permitted development rights.

I do not want to limit our pro-cultural ambitions to the Creative Enterprise Zones. I want to see the most pro-cultural London Plan that London has ever seen. That is why my Deputy Mayor for Culture and the Creative Industries, Justine Simons, and the culture team are working on a cultural infrastructure plan alongside my Creative Enterprise Zones. The cultural infrastructure plan will identify what we need in order to sustain London's future as a cultural capital. Creative Enterprise Zones will also be supported through my regeneration programmes, the retention and growth of affordable creative workspace and artist's studios alongside affordable housing provision will be a priority. I also want to look at other financial incentives such as business rates relief or access to finance. She will know that culture and creativity are the DNA of our city and I am committed to hardwiring it into the city as it grows.

Nicky Gavron AM: Brilliant. Thank you very much for that very full answer. It sounds as though Creative Enterprise Zones are going to be a very novel and significant step forward in protecting and, as you said, fostering the creative scene. However, I am very aware of the policies we already have in the London Plan - you mentioned cultural quarters and so on - and the fact that they are being eroded all the time by gentrification and redevelopment. We are losing affordable venues and workspace. You have alluded to a lot of this, supply chain premises and so on. We are losing these and, as you said, these are the lifeblood of our innovation in our city.

I just want to say that I understand that Creative Enterprise Zones are going to be based on Business Enterprise Zones, which are run by the LIPs. They will not be Business Enterprise Zones but they will be based on that concept. Business Enterprise Zones have some very strong policies attached to them, one being that there will be automatic planning permission given within a Business Enterprise Zone. Would you consider having that for a Creative Enterprise Zone?

Sadiq Khan (Mayor of London): I thank the Member for her questions. Creative Enterprise Zones are different from a Business Enterprise Zone and a cultural quarter. Let me give you some examples of what I expect to see in a Creative Enterprise Zone. By the way, I would recommend that she meets with the Deputy Mayor for Culture and the Creative Industries to discuss this. They will be tailored to local circumstances rather than 'one size fits all' and I should announce the first one before this year is finished. Every zone will be different.

There will be a number of incentives. There are four areas I am looking at in relation to incentives. One is colocation and clustering so that business and supply chains work alongside each other. The second is financial benefits, business rates relief or access to finance. The third is a straightforward planning process, pro-cultural planning embedded in each zone. The fourth is business-ready infrastructure like superfast broadband and local employment programmes to open up access to the creative industries. That is why it is not 'one size fits all', because each Creative Enterprise Zone will have a different framework and local authority partnership there. The key thing is that we do not want artists going to an area, leading to revitalisation and regeneration, and then being priced out, which seems unfair.

Nicky Gavron AM: Yes, I agree with that but I just wanted to add into the mix, because it has not been said, that there is within the Business Enterprise Zone concept the idea of automatic

planning permission. That is a very interesting idea.

I understand, of course - and you have said it very well - that you want a bottom-up, ground-up approach and that you want these places, these Creative Enterprise Zones, to be places where people can be rooted in their communities, in their venues and so on. If we just look at what is happening now to Passing Clouds, now, in Dalston in Hackney, we know very well that venues and community groups are being evicted and moved on out of London. Would you think of providing a toolkit of all the different mechanisms that you are considering for Creative Enterprise Zones so that local community groups and venues can safeguard their future?

Sadiq Khan (Mayor of London): Absolutely. If we look at a holistic approach, the London Plan, heritage and new applications, let me give you an example. If you are somebody who owns a property that is currently used as a nightclub or a live music venue and somebody comes along and offers you a lot of money to turn it into flats, luxury flats or market value flats, or to turn it into a ground-floor, High Street supermarket with flats on top, it is very tempting. We have to make change of use more difficult. We have to make sure we protect the heritage of an area.

There are also things like noise insulation. Why should the owner of a live music venue or a nightclub have to insulate their property when the flats being built are new? Why not have an agent of change do it? It is used in some states in Australia. We need to have a holistic approach. One of the reasons why I am keen to have a Night Czar is that he or she will be part of this holistic approach, making sure that, for example, the licensing authority is speaking in advance of problems to a nightclub owner and to the police so it does not come to a situation where licences are being taken away and nightclubs are closing down, very popular ones.

Nicky Gavron AM: Thank you.

Night Czar

Question No: 2016/3308 (Oral)

[Joanne McCartney](#)

What issues will your Night Czar tackle?

[The Mayor](#)

Sadiq Khan (Mayor of London): Thank you, Chairman. The night-time economy is vitally important for London. I have pledged to protect clubs and music venues and develop London as a safe and vibrant 24-hour city. I was very disappointed that Islington Borough Council, the MPS and Fabric were unable to reach an agreement on license conditions and as a result, that London appears to have lost an iconic nightclub. This has thrown into sharp focus some of the challenges and exactly why we need a Night Czar. Over the past eight years London has lost 50% of its nightclubs and 40% of its live music venues and this decline must stop.

We already have a Night-time Commission, a group of experts from business, local authorities, the police and other agencies that is partnership working. Specifically, the Night Czar will set out a positive vision and a roadmap for London to remain a global leader in culture and entertainment, develop a best practice guide so that we can catch and address issues like those experienced by Fabric at a much earlier stage, support the adoption of the "agent for change"

principle to ensure venues can coexist with housing as areas develop, grow and diversify the night-time economy while balancing the needs of residents, workers and the public, and realise the benefits of the Night Tube, which is an unprecedented opportunity for London to become a truly 24-hour city with culture at its heart.

Joanne McCartney AM: Thank you, Mr Mayor. I just want to follow up on a couple of the recommendations of the Assembly's Police and Crime Committee when we looked at policing the night-time economy. One of the issues that the night-time industries raised with us is that different borough police commanders have different approaches as to how they engaged with and supported those venues. Will your Czar seek to bring around a citywide approach to these issues?

Sadiq Khan (Mayor of London): Absolutely. One of the things that focused my mind on this was when the Night Tubes, an issue raised on the Victoria line in Brixton, which is that different boroughs have different policies and practices in relation to working to address the - I do not use this word in a negative context - issues around night-time activity. We need a more joined-up approach. That is absolutely one of the things that the Night Czar should be doing.

Joanne McCartney AM: The other thing the night-time industries told us was that the venues that were experiencing problems are often reluctant to notify the police or licensing authorities about them for fear that it would act as a mark against them when they reapply for their license. They gave us the example of what had been done to try to cut down the sexual assaults on women leaving the premises that if they had issues, they could work with the police and highlight these issues very early on. Where those schemes have been working, the police rewarded those venues rather than count it as a mark against them when they apply for the licensing. Is that something that your Night Czar should look at, having a forum where these issues could be discussed?

Sadiq Khan (Mayor of London): It is so important. No nightclub owner or someone who owns a live music venue wants their patrons not to be safe and looked after, and the police want people to be safe and looked after, but there is an obvious nervousness for the reasons you say, the local authority being the licensing authority. One of the functions of the Night Czar is to try to grapple with these potential problems. The number of live music venues or nightclubs that are not taking this issue of safety to heart is a small, small minority and so it is important we are in a situation where people feel confident enough to discuss these things with the Night Czar to facilitate discussions.

Joanne McCartney AM: Thank you.

National Childhood Obesity Strategy

Question No: 2016/3309 (Oral)

[Onkar Sahota](#)

Childhood Obesity is at epidemic levels in London. What are your thoughts on the National Childhood Obesity Strategy and what more can we do in London?

[The Mayor](#)

Sadiq Khan (Mayor of London): Thank you, Chairman. I thank the Assembly Member for

this important question. You are correct that childhood obesity is at concerning levels in our city and it is an issue that London needs to be giving careful consideration and action to. One out of five children in London is overweight or obese before they start primary school. That number rises to one out of three by the time they start secondary school. It is the single biggest issue that is affecting our children's lifelong health and their opportunity to have the best start in life. This is simply not good enough and it is a situation we should not tolerate.

While I welcome the Government's obesity plan, it was a missed opportunity to show leadership and lacks ambition to deliver the whole-system change that is required if we are serious about attacking this issue. In its absence, local government leaders across London, including me as the Mayor, will need to play a role. Extra investment to get children cycling and walking is desperately needed and very welcome. My Healthy Schools London programme ensures a healthy diet in schools and aligns well with new opportunities to incorporate a Healthy Schools rating scheme within the Office for Standards in Education, Children's Services and Skills (Ofsted) inspection process, and I am proud to be extending this programme into early years settings. The birth-to-five-year period can make or break a child's future, which is why we need to get involved at an early stage.

Strengthening local authority powers over licensing to reduce fast food availability would be incredibly useful, enabling local communities to decide what food environments are best for them. It is disappointing that the Government has backed away from more reform and I am calling for greater devolution of additional powers and resources to local authorities.

Can I just say this, if we want to lead a step change on childhood obesity in this city, if we want to reduce health inequalities that are being faced by the next generation and give them the best opportunity to succeed, we need action and leadership across the whole of our system. The Childhood Obesity Strategy fails to do that and it fails to meet the expectations of this city.

Dr Onkar Sahota AM: Thank you very much for that very full answer. I do not need to ask a supplementary.

Transport Strategy

Question No: 2016/3310 (Oral)

[Navin Shah](#)

How will your new Transport Strategy address the needs of older Londoners?

[The Mayor](#)

Sadiq Khan (Mayor of London): Thank you. I am committed to improving the transport offer for older Londoners. That is why I guaranteed the 60+ Oyster card and continue to work with London Councils to safeguard the Freedom Pass. My new Transport Strategy is being drafted. It will support the development of a more efficient and affordable transport system and it will be more ambitious on accessibility. It will set up the delivery of safer, cleaner and more attractive places and healthy streets that will benefit all Londoners. I have asked TfL if more

can be done to progress step-free access as we develop a TfL business plan.

Navin Shah AM: Thank you, Mr Mayor. On the Freedom Pass that you touched upon in your manifesto, you pledged to guarantee the Freedom Pass and 60+ Oyster card. You will recall, Mr Mayor, that when you visited Age UK Harrow service users some months ago, they were extremely concerned and expressed to you their concerns about the future of the Freedom Pass. Recently in a meeting with both the Chief Executive of Age UK Harrow and other groups in Brent, the issue has come up again. Can you reassure all concerned that you will do everything within your power to fulfil this commitment to old people?

Sadiq Khan (Mayor of London): I thank the Assembly Member for that question. London Councils do an amazing job in relation to the Freedom Pass in difficult circumstances. I support them completely. Also, the 60+ Oyster is crucial. Just to remind the Assembly Member, the age at which people receive their Freedom Pass is increasing. There is that gap between being 60 and being eligible for your Freedom Pass and my commitment is to make sure the 60+ stays. Speaking to London Councils, they are committed to keeping the Freedom Pass as well.

Navin Shah AM: Thank you. Mr Mayor, on the issue of door-to-door services, is TfL's action plan for this service being reviewed and what is being done to improve the service? You made certain comments during the TfL Plenary in July. Is there any update you can give now or a timetable for progressing this important agenda?

Sadiq Khan (Mayor of London): Do you mean step-free?

Navin Shah AM: No, door-to-door service.

Sadiq Khan (Mayor of London): Taxi-type services?

Navin Shah AM: All of that, yes.

Sadiq Khan (Mayor of London): It plays a vital role not simply to get people from A to B but to deal with issues around loneliness, dignity and other public health issues just by leaving your home. It is an important issue for us. When we publish the business plan later on this year, I am hoping the Assembly Member will be happy with what we have done in relation to ensuring the future viability of this vital door-to-door service.

Navin Shah AM: Thank you.

Gender Pay Gap

Question No: 2016/3311 (Oral)

1 Supplementary Questions

[Fiona Twycross](#)

A recent report by the Institute for Fiscal Studies has shown that the gender pay gap, whilst narrowing over the past two decades, increases once a woman has had a child. Can you outline your plans to address the inequality that women face in relation to pay and progression in the workplace during your mayoralty?

The Mayor

Sadiq Khan (Mayor of London): Can I thank the Assembly Member for an important question on the gender pay gap. Pay and career prospects should not be defined by gender. Closing the gender pay gap and helping to remove the barriers to women's success in the workplace are key priorities for my mayoralty. I want to see employers across London close the pay gap for women and support women in gaining equal pay and equal access to senior positions.

There are two strands to this. I want to lead by example by making the GLA a model employer by removing barriers to women by adopting the highest possible standards for fair pay, good working conditions and gender equality. I have already published the GLA's gender pay gap and made it a requirement for all of the GLA family to publish or republish data on the gender pay gap in the coming months, as well as produce action plans to address any gaps.

I am also challenging the under-representation of women in senior roles through my personal appointments. I am proud that 57% of the new TfL Board is women and we have increased black and minority ethnic (BAME) and disability representation. Alongside this, I want to use my influence to encourage London's businesses and employers to do the same. I am putting together my economic fairness team and expect my goals in this area to form a key part of its work.

I am working with the statutory Deputy Mayor, Joanne McCartney, to make childcare in London more affordable and accessible. We know that the availability and cost of childcare is a major challenge for working parents in London and that it has a particular impact on mothers. High-quality early years provision is also critical for improving the life chances of the most disadvantaged children. Increasing maternal employment rates also helps reduce poverty in low-income households and bring much-needed skills back into the economy. Joanne will be chairing a new cross-departmental working group at the GLA to ensure we can bring all of our influence and leverage to bear, working closely with the boroughs and other external stakeholders to improve early years education and childcare in London.

Fiona Twycross AM: Thank you. I welcome, as I think other Assembly Members do, the fact that you have published a gender pay audit for City Hall in the first few months in office. How will you encourage other businesses and organisations in London to follow suit and then follow your lead to take further action to tackle pay inequality?

Sadiq Khan (Mayor of London): We have to be realistic that a lot of this will be done by persuasion. There is an economic case to utilise the talent of all Londoners and to fulfil the potential of all Londoners. Look, the GLA is better than other employers in London and London is better than other cities and regions in our country, but the GLA's pay gap is 4.3%, London's is 11.9% on average and the country's is 18%. It cannot be right that a child born in 2016 has less chance of fulfilling her potential because she is born a girl rather than a boy. We need to talk about that. If you look at the most successful businesses, they utilise the talents of everyone - women, disabled people, minority communities - and we have to make sure that we spread that best practice.

Fiona Twycross AM: Thank you. Equal Pay Day, the day on which women effectively stop earning in comparison to men, is 10 November this year, which is just one day later than last year. Will you promote action taking place across London to raise awareness of this day, along

with your commitment to tackle equal pay?

Sadiq Khan (Mayor of London): It is really important. It is just worth reminding people what that means. That means, basically, from that day onwards, women are working for free if you look at the gender pay gap. That is why that day is important. It has gone back a day, which is some progress but not nearly good enough and so we have to make sure we highlight that because it will take all of us, men and women working together, to solve this issue. It is not just a women's problem.

Fiona Twycross AM: Thank you.

London Sustainable Development Commission - Energy

Question No: 2016/3312

[Leonie Cooper](#)

The London Sustainable Development Commission website includes the following statement:

"The LSDC is exploring a range of issues related to energy in the capital including the sustainability and energy efficiency of tall buildings and the development of decentralised energy schemes. This stream will aim to make recommendations for further action by the end of the year."

These recommendations were to be released by the end of 2015. When will this study and recommendations now be published?

[The Mayor](#)

The current work programme of the London Sustainable Development Commission (LSDC) is focused on clean technology and innovation (including efforts to accelerate the growth of low carbon industries in the capital), the circular economy (where waste is no longer considered just rubbish, but a resource of raw materials that has economic value) and decentralised energy (concerning the sustainability of high density, residential buildings and a more systems-based approach to infrastructure development).

I have asked my new Deputy Mayor for the Environment and Energy and officers to review the future direction of the LSDC. Initial discussions have been positive recognising that the LSDC can help support activity that focuses on all the three pillars of sustainable development. In addition, I have asked for a review of the terms of reference and membership of the LSDC.

As part of its work on tall buildings, the Commission identified the Housing Design Awards (HDAs) run by Design for Homes as an effective umbrella under which a new award could be created - a Special Award for Sustainability in Tall Buildings. This award was won in July 2016 by The Scene - a development in Walthamstow of 121 flats and houses built over a multiplex cinema and 5 restaurants. Plans to disseminate the learnings from the awards are being reviewed as part of the general review of the LSDC.

"Help to Heat" Consultation

Question No: 2016/3313

Leonie Cooper

Have you responded to the Government's 'Help to Heat' consultation? If so, has this response been published on the GLA website, and if not, can this be done so as soon as possible?

The Mayor

Yes, I did respond to the Government's 'Help to Heat' consultation, and the response has been published on the GLA website.

Heat Networks Investment Project Consultation

Question No: 2016/3314

Leonie Cooper

Have you responded to the Government's Consultation on the Heat Networks Investment Project (HNIP)? If so, has this response been published on the GLA website, and if not, can this be done so as soon as possible?

The Mayor

Yes, I did respond to the Government's Consultation on the Heat Networks Investment Project (HNIP). I have asked for the response to be published on the GLA website.

Carbon Offsetting

Question No: 2016/3315

Leonie Cooper

What were the key findings of your recent report on the 'Review of Carbon Offsetting Approaches in London'? What actions will you be taking forward as a result of these findings?

The Mayor

For a summary of the key findings please view the executive summary published here: https://www.london.gov.uk/sites/default/files/gla_cof_approaches_study_final_report_july_2016.pdf

We are working with Borough colleagues to determine how best the GLA can support the establishment of a consistent and strategic London-wide approach to collecting and utilising funds from offsetting to deliver carbon reductions.

C40 Cities Mayors Climate Change Summit

Question No: 2016/3316

[Leonie Cooper](#)

Will you be attending the forthcoming C40 Cities Mayors Climate Change Summit in Mexico City later this year?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Green Buses

Question No: 2016/3317

[Leonie Cooper](#)

Will you examine the potential for London buses to be powered by renewable gas from London's food waste?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

TfL has been rolling out 20 per cent bio-diesel blends (B20) from sustainably-sourced and re-usable cooking oil and animal tallow to around a third of the London bus fleet, saving 21,000 tonnes of CO2 emissions a year. This is a stepping stone to all diesel buses moving to bio-diesel blends.

Combined with the range of air quality initiatives I have announced, this will make the fleet greener before it is possible to switch to zero-emission technologies.

Noise Pollution

Question No: 2016/3318

[Leonie Cooper](#)

What steps are you taking to tackle noise pollution in the capital?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

The Thames Path

Question No: 2016/3319

[Leonie Cooper](#)

When do you expect the first new sections of the Thames Path to be opened?

[The Mayor](#)

Please see my response to MQ 2016 / 2175.

Electric Buses

Question No: 2016/3320

[Leonie Cooper](#)

Following the successful results from the electric double deck bus trial, how many of these new buses do you intend to now purchase and which routes will you put them on?

[The Mayor](#)

TfL is currently trialling the world's first double-deck electric buses which have been operating more than 100 miles a day on route 98.

My commitment is for all new double-deck buses entering the London fleet from 2018 to be hybrid or zero emission (either electric or hydrogen). Bus operators would procure these in the usual way from the open market in relation to route contracts they win by competitive tender.

The speed this can happen will be heavily influenced by whether we can secure further reductions in existing price premiums for new technologies. This is why I plan to hold an international bus summit later this year so that we can work together with other cities to provide assurance to manufacturers about our future policy direction.

UK Carbon Footprint (1)

Question No: 2016/3321

[Leonie Cooper](#)

Do you share my concern at the news that new DEFRA figures have revealed the UK's Carbon footprint grew by 3% between 2012-13? What steps will you take to reduce London's contribution?

[The Mayor](#)

The DEFRA study refers to greenhouse gas emissions occurring through the consumption of goods and services in the UK. Consumption-based carbon emissions were estimated using 2010 data for London and the report can be found here:

<http://data.london.gov.uk/dataset/application-pas-2070-london-case-study>

We are currently re-running this analysis with the most recent data and will publish results by the end of the autumn. We will use the findings to engage with key stakeholders to identify the GLA's role in influencing London-wide consumption-based emissions.

UK Carbon Footprint (2)

Question No: 2016/3322

[Leonie Cooper](#)

Will you commit to examining carbon budgeting as a way of managing London's growth needs and the need to reduce emissions?

[The Mayor](#)

A carbon budget is commonly defined as a total quantity of greenhouse gas emissions that can be emitted over a specified time period. So, in this regard we shall be reviewing the potential benefits of carbon budgets as part of my London Environment Strategy - especially bearing in mind global aims to limit the temperature increase to 1.5 °C above pre-industrial levels.

Fossil Fuel Divestment

Question No: 2016/3323

[Leonie Cooper](#)

What progress have you made in divesting the London Pension Fund Authority of fossil fuel based investments?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Hydrogen

Question No: 2016/3324

[Leonie Cooper](#)

Could you please provide an update on the London Hydrogen Action Plan?

[The Mayor](#)

As part of my wider air quality programme, I am supporting the use of zero-emission technology in London like hydrogen to reduce pollutant emissions and tackle climate change.

London now has 8 (10 from 2017) hydrogen fuel cell buses running through central London on the RV1 route which have their own refuelling station and depot of operation in east London.

Aside from the buses refuelling station, London has 4 public hydrogen refuelling stations and we are working with the hydrogen industry sector on the deployment on the next wave of these. There will be 7 stations by end of 2017 and our goal is to increase this number and reach a total of 20 stations in and around London by 2020.

TfL are leading by example as they have included 6 hydrogen passenger vehicles and soon a number of battery electric hydrogen fuel cell range extender vans into their fleet. We are also seeing developments in hydrogen fuel cell generators (large and small scale) around London, powering building and being used on construction sites.

I am committed to ongoing work with industry to build on existing successes and continue to develop this sector which I believe will help achieve our goal on reducing air pollutant and greenhouse gas emissions.

Air Quality Consultations

Question No: 2016/3325

[Leonie Cooper](#)

What timescales have been established for the two further consultations on your air quality package?

[The Mayor](#)

A record number of Londoners responded to our first consultation, which demonstrates they feel just as strongly as I do that cleaning up the capital's killer air has to be a major priority.

Transport for London will be responsible for further consultations on my air quality programme. The next stage of consultation will run this autumn until Christmas, incorporating a statutory consultation on the Emissions Surcharge and more detail on how the ULEZ could be accelerated and expanded.

Taking into account feedback from this second stage, TfL will undertake further statutory consultations in 2017 on amendments to the ULEZ.

The Illuminated River

Question No: 2016/3326

Leonie Cooper

I have been contacted by a resident of Putney who was elated when they read about plans to light all of the Thames bridges, and then downcast to learn that the scheme only runs East from Albert Bridge. Could the plans be extended to include the bridges as far as Putney Bridge?

The Mayor

The Illuminated River is a project lead by the Illuminated River Foundation which will create a unifying lighting scheme for up to 17 bridges between Tower Bridge and Albert Bridge. The Foundation is in the process of commissioning the lighting scheme and the shortlisted designs will be on public display from November.

The Illuminated River Foundation is securing the necessary philanthropic investment for the delivery of the first phase before committing to any further extension.

Employment for Ex-offenders

Question No: 2016/3327

Leonie Cooper

I have been contacted by a constituent, who asks: what action will you take to encourage employers in London to recruit more ex-offenders?

The Mayor

The National Offender Management Service (NOMS) was granted status by the European Social Fund (ESF) Managing Authority for England as a national co-financing organisation (CFO) in January 2009. Its remit and focus for this role is to help offenders and ex-offenders move towards mainstream provision or into employment.

In London, £11,656,581 has been awarded to Shaw Trust to target the enrolment of 6,884 offenders to enhance employability and increase opportunities to access mainstream provision. To ensure London's priorities for reducing crime and offending are incorporated into the design and development of the NOMS' 2014-20 ESF Programme and it is successful in supporting the reintegration of prisoners back into the workforce, the London Enterprise Panel have worked closely with NOMS and the Mayor's Office for Policing and Crime (MOPAC).

There is also a range of European Social Fund (ESF) provision in London that is targeted at ex-offenders, a large proportion of whom are amongst those disadvantaged groups that are furthest from the labour market, as well as those that cannot access NOMS provision. Programmes have been designed to offer tailored support to particular customer groups (ex-offenders being one of them), which will be delivered through sub-regional contracts based on existing borough sub-regional partnerships. This will allow better coordination of activities and integrations with local borough services with the ultimate aim of moving ex-offenders closer to the job market and into employment. A full list of projects is available on the LEP website at:

https://lep.london/sites/default/files/Summary%20of%20ESF%20Provision_0.pdf

Employment for Ex-offenders

Question No: 2016/3328

[Leonie Cooper](#)

I have been contacted by a constituent, who asks: could the Greater London Authority set an example to other employers in London by not undertaking unnecessary DBS checks, unless they are required by law for the relevant position?

[The Mayor](#)

The GLA only undertakes checks where they are an absolute requirement for the role and satisfies the statutory requirements. As a result, there are only six roles within the GLA identified as requiring DBS checks.

Air Pollution in Putney (1)

Question No: 2016/3329

[Leonie Cooper](#)

I welcome your announcement on making Putney High Street a new 'green' bus zone. What anti-pollutant systems will the buses be retrofitted with?

[The Mayor](#)

The buses will be fitted with the latest selective catalytic reduction exhaust systems or replaced with new vehicles that meet the ultra-clean Euro VI engine emission standard. This will cut their tailpipe oxides of nitrogen and particulate matter by up to 95 per cent and make a significant contribution to better air quality on Putney High Street.

Air Pollution in Putney (2)

Question No: 2016/3330

[Leonie Cooper](#)

What emissions standards will the buses operating in Putney High Street's 'green' bus zone have to meet?

[The Mayor](#)

Please see my response to MQ 2016 / 3329.

Air Pollution in Putney (3)

Question No: 2016/3331

[Leonie Cooper](#)

Are all the bus routes that pass along Putney High Street included in Putney High Street's 'green' bus zone?

[The Mayor](#)

The seven principal bus routes that run along Putney High Street, between Putney Station and Putney Bridge Road, will be included in the low-emission bus zone from February next year. This corridor is where oxides of nitrogen (NOx) are highest and cleaner buses can make the most significant impact on reducing NOx.

Cycle Hire Scheme in Wandsworth

Question No: 2016/3332

[Leonie Cooper](#)

New data from the Department for Transport reveals that more residents of Wandsworth are taking up cycling than anywhere else in the country, with the proportion of residents cycling almost doubling from 18.2 per cent in 2013/14, to 30.7 per cent in 2014/15.

There is clearly an appetite for cycling in Wandsworth, so will you consider extending the cycle hire scheme to cover more of the Borough? Specifically, would you consider extending it to Roehampton University? It may have identified sponsorship for the installation costs and is keen to get students into the habit of cycling.

[The Mayor](#)

TfL is always happy to discuss further expansion and actively engage with boroughs and private landowners to try and bring the benefits of the scheme to as many people as possible.

Securing the required funding for both the capital and operational expenses related to expansion is a challenge. TfL will though happily discuss options with borough officers and I encourage you to ask them to contact the relevant officers.

Air Pollution (1)

Question No: 2016/3333

[Leonie Cooper](#)

A recent report from the British Lung Foundation showed that 1.1 million people live with a respiratory condition in London. Since air pollution impacts these people's lungs the most, how is the Mayor planning to make sure people with a lung condition are prioritised in his air quality plans?

[The Mayor](#)

Please see my response to MQ 2016 / 3049.

Air Pollution (2)

Question No: 2016/3334

[Leonie Cooper](#)

As the Mayor has said himself, we need ambitious and extended action to tackle London's air pollution crisis. Does the Mayor think the ultra-low emission zone should be extended to a London-wide area in order to meet the scale of the problem?

[The Mayor](#)

The second stage of consultation on my new measures to address air quality will take place this autumn and will include a high level policy consultation on changes to the Ultra Low Emission Zone (ULEZ). It will set out my current thinking and ask the public and stakeholders to comment on whether this is the right direction in terms of improving the ULEZ. This will include making the ULEZ larger and implementing it sooner.

Air Pollution (3)

Question No: 2016/3335

[Leonie Cooper](#)

The latest statistics from Transport for London show that 443 London schools are located in areas of illegally high pollution. Does the Mayor agree that all these schools should have air pollution monitors outside of them in order to make sure that parents and teachers have the information they need to protect children's growing lungs?

[The Mayor](#)

Please see my response to MQ 2016 / 3050.

Air Pollution (4)

Question No: 2016/3336

[Leonie Cooper](#)

It was great to see that air pollution alerts are being brought in on tube stations and bus stops, however, will these alerts also be accompanied by health information to make sure people know how to change their behaviour? In addition, what plans does the Mayor have to work with other organisations to make sure air pollution alerts are reaching London's most vulnerable communities?

[The Mayor](#)

Yes, health information will be available on TfL's website which will be promoted in the alert messages. My officials are working with local authorities, Public Health England and other NHS bodies to ensure that relevant air quality information, including any alerts, is reaching the most vulnerable communities.

Epsom

Question No: 2016/3337

[Tom Copley](#)

Will you consider bringing Epsom station into TfL Zones?

[The Mayor](#)

I am afraid this is not in my power as Mayor of London because Epsom station is operated by South West Trains under its franchise with the Department of Transport.

TfL has made it clear in the past that if the Department and the Train Operator wish to include Epsom in the London fare zones, TfL would support this. However, the action to change must come from the Department or the train company.

Broadband on London Underground

Question No: 2016/3338

[Tom Copley](#)

The parliamentary Culture, Media and Sport Select Committee published its report on Establishing World Class Connectivity across the UK. It said "London Underground...is the only one of the top ten metro systems in the world that does not have a mobile infrastructure. While passengers are able to use Wi-Fi at Tube stations, there are challenges to providing connectivity throughout the Underground network...TfL are now investigating whether rollout could occur alongside the Home Office's upgrade of its national mobile communications system for the Emergency Services, which will include the Underground...Given that London is a world-class city and tourist destination, there must be an expectation now that its principal transport routes have full mobile and internet connectivity." When can Londoners expect full mobile and internet connectivity on London Underground?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

I recognise the benefits that extended mobile and Wi-Fi coverage on the Underground could provide for customers.

Since its launch in 2012, Wi-Fi has become an integral part of travel on the Tube, with around half a million phones, tablets and laptops connecting every day.

The service provides free travel information to anyone who connects, including live service updates and TfL's Journey Planner. Customers of Virgin Media and several other major mobile phone providers can also access the wider internet at no extra charge. The Wi-Fi service has also been extended to Victoria Coach Station for the first time.

TfL is exploring the feasibility of introducing public cellular services, and whether this can be done in a way that is affordable and represents good value for money. I am expecting TfL to provide more information on this matter to the TfL Board in the coming months.

1950s Railways Roundel

Question No: 2016/3339

[Tom Copley](#)

What specific services did the 1950 "Railways" Roundel featured in the TfL posters on the tube at the moment represent?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

The lines represented by the Railways Roundel were Tube lines that existed at the time, but this did not include surface or mainline railways. The Tube lines were the Central, Bakerloo, Piccadilly, Metropolitan, Circle, District, East London and Northern lines.

Blue Plaque Waterloo Bridge

Question No: 2016/3340

[Tom Copley](#)

Do you support the calls for a blue plaque at Waterloo Bridge to commemorate the mainly female workforce who built the bridge?

[The Mayor](#)

I am supporting this excellent initiative.

Acknowledgement of the uncelebrated work of the 25,000 women who built the bridge in World War II with a blue plaque would reflect their contribution to London and the role of women in science and engineering.

There is already a formal application from a third party for the erection of a blue plaque on the bridge, commemorating the involvement of the Women's Land Army in its construction in the early 1940s.

I understand that Heritage England will be carrying out the necessary research to corroborate and document this activity, and will then present it to their blue plaque committee. As Waterloo Bridge is owned and managed by Westminster City Council (WCC), if the proposal is ratified, it will then be for WCC, in consultation with Historic England and other stakeholders, to agree installation specifications.

Garden Bridge

Question No: 2016/3341

Tom Copley

Are you aware of what the £15m guarantee is for that the Garden Bridge Trust chair asked for an extension from the Department for Transport?

The Mayor

Details of the existing underwriting are contained in the funding agreement between TfL and the Garden Bridge Trust, which is available on the TfL website at <https://tfl.gov.uk/corporate/publications-and-reports/temple-footbridge>. Any payment under this facility will come from the Government's £30 million share of the public contribution to the project, which TfL is simply holding in its accounts because it is the single point of administration for grant and loan payments to the Trust.

The Government has recently confirmed its agreement to extend the duration of £9 million of the existing underwriting facility to the Trust. This change will be made through a variation to the funding agreement in due course.

Using mobile devices in Private Hire Vehicles

Question No: 2016/3342

Tom Copley

Can you provide statistics about the number of recorded enforcements for Private Hire Vehicle drivers using mobile devices when driving?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

There are no legal restrictions on the safe use of hands-free mobile phones, sat navs and two-way radios when driving a car. However, if the police believe the driver is distracted and not in control of the vehicle they will be stopped and penalised for an offence under the Road Traffic Act.

Where a Taxi and Private Hire compliance officer observes a driver using a mobile phone while driving, they will be reported. Any breaches are dealt with appropriately and any report submitted will lead to a warning, prosecution or revocation of a licence depending on the circumstances of the offence.

There have been 28 compliance reports of private hire vehicle drivers using mobile phones while driving from April to September 2016.

Absence of Station Staff

Question No: 2016/3343

[Tom Copley](#)

How many times in the past twelve months have TfL stations been closed due to absence of station staff? Can you also provide figures for the ten stations that have been closed for the longest time due to this?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

Instances where stations are closed due to a lack of staff are infrequent and usually of a short duration. There were 162 station closures from 6 September 2015 - 5 September 2016 due to staff unavailability. The average duration of these closures was 22 minutes and these typically take place very early in the morning or very late at night.

The ten stations closed for the longest time due to non-availability of staff were:

- Chancery Lane
- St Paul's
- Paddington
- Temple
- Bow Road
- King's Cross
- Arsenal
- Kentish Town
- Tufnell Park
- Canary Wharf

TfL has a number of measures in place to limit the closure of stations due to staff unavailability, which include moving staff between stations when required. Customers are kept informed via TfL's website, twitter feeds, text and email travel alerts and station electronic service update boards. This is monitored continuously and if a trend develops at a particular station TfL ensures that it is dealt with.

Tube Noise on Central Line

Question No: 2016/3344

[Tom Copley](#)

Are there plans for any works to reduce tube noise on the Central Line between Woodford and South Woodford?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

TfL has a rolling programme of maintenance that uses measures like rail grinding (mechanical smoothing of the rail) and joint removal to make sure that its rails are in the optimum condition.

Given the concerns raised at this location, TfL is using a 'rail damping' system, which would reduce noise levels at source. This is a new approach and will need to be tested before installation at Woodford.

TfL will ensure residents are kept informed of the progress of the trial and, if it is successful, that they are given a clear timescale for when installation will take place.

Services on Central Line Loop

Question No: 2016/3345

[Tom Copley](#)

Will there be a review of the impact caused by reducing Central Line rush hour services on the Woodford via Hainault loop?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

A new Central line timetable was introduced on 8 August to better balance services across the Central line as a whole, more closely matching available resources to customer demand, which is rising more quickly in some places than others.

Over ten times as many customers use the Epping branch of the line compared to the northern section of the Hainault 'loop' and in TfL's view the best way to meet this demand is by redirecting four trains (three during peak time) in the morning that previously travelled from Hainault through to central London. The trains now reverse at Leytonstone (or Woodford) and travel north up the Epping branch then back into Central London increasing capacity between Epping and Woodford.

TfL recognises that some customers travelling from Grange Hill, Chigwell or Roding Valley now need to change at Woodford to continue their journeys into London. This timetable, and the service on the Hainault 'loop', will remain under review as part of TfL's continuous assessment of demand on the Central line.

MOPAC Estate

Question No: 2016/3346

[Tom Copley](#)

Through its Estates Strategy, MOPAC has been disposing of its residential estate. What scope is there to review this strategy with a view to maximising key worker housing?

[The Mayor](#)

The main purpose of the MOPAC estate is to support the operational working of the MPS. The strategy underpins this purpose through modernising the estate and providing funding for investment.

The provision of affordable housing will be one consideration in any decisions on disposals.

Clandestine Entrants

Question No: 2016/3347

[Unmesh Desai](#)

How many cases of 'clandestine entrants' to the UK have the MPS been involved in investigating over the past 4 years? Please break numbers down by year.

[The Mayor](#)

The MPS does not collate statistics for subjects who have entered the UK/London by clandestine means. This information would be held by the Home Office Immigration Enforcement/UK Border Force.

MPS's support of Immigration work

Question No: 2016/3348

[Unmesh Desai](#)

How many MPS officers are working on supporting immigration work? Are these officers dedicated or abstracted from other teams?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Training at Hendon

Question No: 2016/3349

[Unmesh Desai](#)

Please provide a detailed description of the course plan including all required and optional modules that a police recruit needs to complete in order to pass their training at Hendon and become an MPS constable?

[The Mayor](#)

New recruits receive extensive training and assessment to ensure they are fully prepared to become police constables.

Before beginning their training applicants must hold the Certificate in Knowledge of Policing (CKP).

The foundation training course is 13 weeks of continual assessment and exams focusing on Prevention, Investigation & Safeguarding, underpinned by Professional Standards, Values and Ethics.

This is followed by 5 week coached patrol module on borough.

Officers' return to Hendon for one final week and preparation for their Passing Out Parade.

Officers re-join their boroughs to continue their probationary period, undertaking three Continuation Training Courses with written examinations

Hate Crime advice to officers

Question No: 2016/3350

[Unmesh Desai](#)

Has advice on how to deal with Hate Crime reports been updated and cascaded throughout the force since the Brexit vote? What form has this advice taken?

[The Mayor](#)

Additional advice and directions have been given to officers in the light of the outcome of the Referendum vote. Immediately following the result of the referendum the MPS moved to a more proactive footing and put in place a strategic plan which included a Community Impact Assessment, and the monitoring of community tensions and social media.

The Commander for Community Engagement issued directions to all boroughs as per the strategic plan and all borough officers were briefed to undertake the following approach:

Continue to maintain contact with community leaders to provide reassurance;

Be highly visible and friendly in areas and at times when community life is most busy;

Be vigilant and alert to anything unusual or uncharacteristic in specific localities where communities may be targeted while remaining approachable. Many community members may be feeling anxious and if they approach officers, every interaction should be used to help instil confidence and reassurance as well as seeking help in reporting anything suspicious or providing helpful information;

Deal with all Hate Crime and Incidents promptly and take decisive action to identify and bring offenders to justice.

Staffing resource (1)

Question No: 2016/3351

[Unmesh Desai](#)

Please provide a breakdown of the number of officers on long-term sickness, listing whether they are borough or central command. Please provide this information for the past 4 rolling 12 month periods. Please provide this information in an excel file format (ie not a .pdf of an excel file).

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Staffing resource (2)

Question No: 2016/3352

[Unmesh Desai](#)

Please provide a breakdown of the number of officers on stress-related long-term sickness, listing whether they are borough or central command. Please provide this information for the past 4 rolling 12 month periods. Please provide this information in an excel file format (ie not a .pdf of an excel file).

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Staffing resource (3)

Question No: 2016/3353

[Unmesh Desai](#)

Please provide a breakdown of the number of officers on stress-related long-term sickness, by rank, by gender and by ethnicity. Please provide this information for the past 4 rolling 12 month periods. Please provide this information in an excel file format (ie not a .pdf of an excel file).

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Staffing resource (4)

Question No: 2016/3354

[Unmesh Desai](#)

Please provide a breakdown of the number of officers on long-term sickness, by rank, by gender and by ethnicity. Please provide this information for the past 4 rolling 12 month periods. Please provide this information in an excel file format (ie not a .pdf of an excel file).

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Staffing resource (5)

Question No: 2016/3355

[Unmesh Desai](#)

Please provide the long-term sickness rate for the Metropolitan Police for the past 4 rolling 12 month periods.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Staffing resource (6)**Question No: 2016/3356**[Unmesh Desai](#)

Please provide the current vacancy rate for the Metropolitan Police and the vacancy rates for the past 4 rolling twelve month periods.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Staffing resource (7)**Question No: 2016/3357**[Unmesh Desai](#)

Please provide the current vacancy rates across the Metropolitan Police per Borough and Command unit.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Terrorism Related Offences

Question No: 2016/3358

[Unmesh Desai](#)

How many arrests have been made in London for terrorism related offences for the past 4 rolling 12 month periods? Please provide this information broken down by month. Please provide this information in an excel file format (ie not a .pdf of an excel file).

[The Mayor](#)

The data below shows the number of terrorism related arrests made by MPS officers over the last four years. Not all of these arrests took place in London as MPS officers may have made arrests in other regions. However, it is not possible to extract those arrests that took place in London.

Due to the sensitive nature of this data, it is not possible to break the response down by month as the level of detail becomes too granular and may result in security issues. This method of reporting is consistent with data previously provided in response to other Mayor's Questions on terrorism related offences.

Data is current as of 1st August 2016:

Time Period	Arrests
01/08/2012 - 31/07/2013	128
01/08/2013 - 30/07/2014	104
01/08/2014 - 30/07/2015	145
01/08/2015 - 30/07/2016	132

Terrorism Related Offences

Question No: 2016/3359

[Unmesh Desai](#)

The BBC currently estimates that 850 Britons have travelled to fight in Iraq and Syria. They also estimate that approximately half of them have returned. What is the Met's current estimate of the number of returnees from Iraq and Syria in residing in London?

[The Mayor](#)

The MPS does not release the specific number of returnees from Iraq and Syria residing in the London region for reasons of security.

July Unrest

Question No: 2016/3360

[Unmesh Desai](#)

How many arrests were made related the unrest experienced in Hyde Park, Stamford Hill and Burgess Park in the week beginning the 18th July 2016?

[The Mayor](#)

The public disorder occurring at Hyde Park, Burgess Park and Stamford Hill in July resulted in the arrest of 21 individuals.

Knife Crime with Injury Offences by Borough

Question No: 2016/3361

1 Attachments

[Unmesh Desai](#)

Please provide the number of Knife Crime with Injury Offences broken down by Borough for the months June, July and August 2016. Please provide this information in an excel file format (ie not a .pdf of an excel file).

[The Mayor](#)

Please see the table attached as Appendix J which shows recorded knife crime with injury offences, per month, in each borough for June, July and August 2016.

Gangs Units

Question No: 2016/3362

1 Attachments

[Unmesh Desai](#)

Please provide a list of all the Boroughs in London with an active Gangs Unit in the Borough.

Please provide the number and rank of the officers in each unit.

[The Mayor](#)

Please see the table attached as Appendix K.

Anjem Choudary

Question No: 2016/3363

[Unmesh Desai](#)

In light of the recent conviction of ISIS supporter Anjem Choudary, will you write to the CPS to ask what were the evidential issues they encountered that meant they were unable to bring this man to account before now? Will you also please update the Assembly with any response you receive?

[The Mayor](#)

As my manifesto makes clear, I am determined that extremism and radicalisation is tackled. Many radicalisers take steps to make sure their activities avoid breaking the law.

I share the Assembly's delight that there was a successful prosecution in this case. I have been briefed and updated but it would not be appropriate to comment in public on a particular case.

Brexit [1]

Question No: 2016/3364

[Andrew Dismore](#)

Do you think it is possible for a) London and b) the UK to remain in the single market without accepting the EU's '4 freedoms'?

[The Mayor](#)

The Government must work to secure an agreement on access to the Single Market which allows London to retain its status as a world-leading centre of commerce.. This is vital for London - our city needs to be open to trade, investment and people - and to the rest of the UK which benefits greatly from London's economic success. The extent to which the four freedoms - of capital, goods, services and people - operate will depend on the outcomes of negotiations with the EU, once the UK government has submitted the request to leave under Article 50. Until we leave the EU, London and the UK will remain fully part of the Single Market.

Brexit [2]

Question No: 2016/3365

[Andrew Dismore](#)

What impact has Brexit had so far, and what impact will it have on London's Higher Education sector?

[The Mayor](#)

London is the higher education capital of the world, with more leading universities, and international students than any other city. I am committed to making sure our higher education institutions remain internationally competitive, and that London retains its status.

I recently hosted a roundtable at City Hall for Vice-Chancellors of our higher education institutions, to listen to their views on the impact of Brexit for the sector.

The impact of the vote to leave the EU is largely reputational at present, however the case that leaders of our HE institutions are concerned, not least due to the many thousands of EU students and staff based in our universities, who make an invaluable contribution, and to the importance of EU research funding. It is vital that London and the UK are seen as welcoming places to live, study and work. My three HE priorities for government in the shorter term are to: secure the long term status of EU nationals in the UK; clarify its funding policy for EU students starting in 2017/18; and to guarantee the UK's future participation in EU research programmes.

Brexit [3]

Question No: 2016/3366

[Andrew Dismore](#)

What impact has Brexit had so far, and what impact will it have on London's Knowledge Quarter?

[The Mayor](#)

The impact to date of the decision to leave the EU is difficult to assess - the UK is still a member and has full access to the Single Market. Before the UK requests to leave the EU by triggering Article 50, the Government must be clear on the type of deal it is seeking and that such a deal will include an agreement for access to the Single Market which enables London to retain its status as a leading centre for innovation and research. This is vital for the Knowledge Quarter which benefits greatly from access to European, as well as global talent and investment. Two immediate priorities need to be ensuring our continued involvement in EU research funding programmes and the securing the long term status of EU nationals living in the UK.

Brexit [4]

Question No: 2016/3367

[Andrew Dismore](#)

What impact has Brexit had so far, and what impact will it have on London's high tech sector?

[The Mayor](#)

Despite the country's decision to leave the European Union, there is no doubt that London will continue to be the booming and successful city it is today, open to talent and creativity from across the world and a leading destination for business.

London still ranks as Europe's leading destination for technology and financial services, and is the best city in which to build a European operation according to a post-Brexit survey of over two hundred senior US tech executives commissioned by London & Partners. The majority of tech execs surveyed still rank London as Europe's leading tech hub ahead of other cities such as Berlin, Paris and Dublin. While 57 per cent also view London as Europe's leading financial services centre ahead of Frankfurt, Zurich and Amsterdam.

It is vital that the Government secures a deal for access to the Single Market that helps us to retain our status as a leading centre for tech. I am focused on getting a seat at the table of negotiations to get the best possible deal for London and we will convene when we know the Government's - and the EU's - initial position better.

Brexit [5]

Question No: 2016/3368

[Andrew Dismore](#)

What impact has Brexit had so far, and what impact will it have on London's legal services sector?

[The Mayor](#)

My staff are already in discussions with the Law Society about the threats and opportunities to the legal sector. Our incorruptible courts, language and legal system make London hard to beat and we will continue to press the advantages of English law and our legal services to overseas investors. London's legal sector is agile, provides certainty and flexibility, with a strong arbitration sector as well.

Brexit [6]

Question No: 2016/3369

[Andrew Dismore](#)

The legal services sector contributes £25.7bn to the UK economy per year with London hosting the head offices of 32% of solicitor firms. How will you ensure that the legal sector can continue to make a significant contribution to the London economy when the UK withdraws from the EU?

[The Mayor](#)

My staff are already in discussions with the Law Society about the threats and opportunities to the legal sector. Our incorruptible courts, language and legal system make London hard to beat and we will continue to press the advantages of English law and our legal services to overseas investors. London's legal sector is agile, provides certainty and flexibility, with a strong arbitration sector as well.

Brexit [7]

Question No: 2016/3370

[Andrew Dismore](#)

How will you engage with the legal services sector to find out what their priorities are for the UK's Brexit negotiations with the EU?

[The Mayor](#)

My staff are already in discussions with the Law Society about the threats and opportunities to the legal sector. Our incorruptible courts, language and legal system make London hard to beat and we will continue to press the advantages of English law and our legal services to overseas investors. London's legal sector is agile, provides certainty and flexibility, with a strong arbitration sector as well.

Brexit [8]

Question No: 2016/3371

[Andrew Dismore](#)

England and Wales is regarded as a jurisdiction of choice internationally and English law in the governing law of contracts. How will you ensure that foreign businesses continue to see London as a global legal centre post-Brexit?

[The Mayor](#)

My staff are already in discussions with the Law Society about the threats and opportunities to the legal sector. Our incorruptible courts, language and legal system make London hard to beat and we will continue to press the advantages of English law and our legal services to overseas investors. London's legal sector is agile, provides certainty and flexibility, with a strong arbitration sector as well.

Brexit [9]

Question No: 2016/3372

[Andrew Dismore](#)

What discussions are you having with the UK Government to ensure that London remains a global legal centre?

[The Mayor](#)

We are in active discussions with UK Government to ensure that London remains a global centre for all of our key business sectors.

My staff are also in discussions with the Law Society about the threats and opportunities to the legal sector. Our incorruptible courts, language and legal system make London hard to beat and we will continue to press the advantages of English law and our legal services to overseas investors. London's legal sector is agile, provides certainty and flexibility, with a strong arbitration sector as well.

Brexit [10]

Question No: 2016/3373

[Andrew Dismore](#)

What discussions are you having with the UK Government on continuing to co-operate with EU partners on issues such as international crime and terrorism?

[The Mayor](#)

I have repeatedly made the case for a strong voice for London in the exit negotiations.

The MPS, National Police Chiefs' Council and the National Crime Agency are currently undertaking work to ascertain the operational requirements post-Brexit, and my Office for Policing and Crime is involved in these discussions. Once this is complete we will support policing in making the case to Government and EU institutions in the most appropriate way.

Brexit [11]

Question No: 2016/3374

[Andrew Dismore](#)

What discussions are you having with European partners to ensure there is cross-border cooperation on international crime and terrorism?

[The Mayor](#)

Please see my response to MQ 2016 / 3373.

Brexit [12]

Question No: 2016/3375

[Andrew Dismore](#)

Will London still receive the almost 750 million Euros form the EU Regional Development and Social Funds awarded before the Brexit vote?

[The Mayor](#)

The €750m is London's 'notional allocation' for the 2014-20 English European Regional Development Fund and European Social Fund programmes, which are managed by the GLA in London.

The Government has confirmed that this funding is still available, albeit subject to potential future constraints:

<https://www.gov.uk/government/news/chancellor-philip-hammond-guarantees-eu-funding-beyond-date-uk-leaves-the-eu>

We expect suitably devolved domestic funding programmes to replace EU funds going forward.

business rate revaluation

Question No: 2016/3376

[Andrew Dismore](#)

What assessment have you made of the potential impact on London of a business rate revaluation?

[The Mayor](#)

It is difficult to predict with certainty the precise impact of the business rate revaluation in London. Forecasts suggest that the total in London could increase by around 10% (£700 million) but the precise details will not be known until the valuations for each property are published by the Valuation Office on 30 September. These assumptions were reflected in my predecessor's final budget.

The largest increases are likely to be in central and inner London; some - mainly in outer London - could fall. I am committed to ensuring that any increases in bills are phased in as slowly as possible - ideally with limited changes in 2017-18 - and I will work closely with business organisations in London to campaign against any rises that will damage the city's competitiveness.

Olympic legacy for Barnet

Question No: 2016/3377

[Andrew Dismore](#)

Do you share my hope that the 2012 Olympic Games will have a long lasting legacy in all London Boroughs? Copthall Leisure Centre has the only diving pool in Barnet, and if we want to inspire the next generation of British Olympic divers, we need to provide them with the facilities to achieve this. To that end, do you agree with me that Barnet Council should seek to retain the diving pool as part of the redevelopment plans for Copthall Leisure Centre?

[The Mayor](#)

I am passionate about making our city a more active place and believe that sport has the ability to change lives, build stronger communities and improve the health and wellbeing of all Londoners.

I recognise the importance of providing sustainable sports facilities across London and would encourage all London boroughs to make decisions about their sports facilities based on robust evidence about need and viability. I would encourage the London Borough of Barnet to work with London Sport, Sport England and other stakeholders, including the sport's governing body to identify ways in which opportunities for people to continue to take part in diving can be supported.

Olympics

Question No: 2016/3378

[Andrew Dismore](#)

Will you join me in congratulating all our Olympic athletes who competed in Rio, especially those from London?

[The Mayor](#)

Yes! I am delighted to congratulate every Team GB athlete on their fantastic achievements in Rio. We have already seen some great medal wins from Paralympics GB and I look forward to more great sporting achievements in the days ahead. The GLA is currently working closely with Government to arrange a celebration of their amazing achievements in London in October.

Euston Station Strategic Board

Question No: 2016/3379

[Andrew Dismore](#)

When do you expect to replace Sir Edward Lister on the Euston Station Strategic Board?

[The Mayor](#)

Sir Edward Lister will be replaced by the new Deputy Mayor for Planning, Regeneration and Skills, Jules Pipe, as the lead GLA representative on the Euston Station Redevelopment Board (ESSRB) and Euston Strategic Board (ESB) when they next convene later this month and in October respectively.

HS2 [1]

Question No: 2016/3380

[Andrew Dismore](#)

Will the GLA present oral objections at the House of Lords petition hearings into HS2?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

HS2 [2]

Question No: 2016/3381

[Andrew Dismore](#)

What representations have you made about HS2, after your meeting with local Euston residents and businesses?

[The Mayor](#)

Following my visit to Euston I wrote to the Secretary of State for Transport to express my concerns and seek further re-assurance about the following issues:

The need for a better Euston Station design;

The need to go further in reducing the construction impacts of HS2 in and around Euston;

The need for better air quality monitoring.

I have yet to receive a response from the Secretary of State.

HS2 [3]

Question No: 2016/3382

[Andrew Dismore](#)

What are your views about the proposals for mitigation and compensation for those affected by HS2 in Euston?

[The Mayor](#)

HS2 Ltd needs to do more to mitigate the impacts of construction and they need to offer fairer compensation to those who will still be affected by HS2 in Euston.

HS2 [4]

Question No: 2016/3383

[Andrew Dismore](#)

What are your views about the possibilities of using Old Oak Common as a temporary or partial terminus for HS2?

[The Mayor](#)

Please see my response to MQ 2016 / 2703.

Crossrail 2

Question No: 2016/3384

[Andrew Dismore](#)

Do you agree that Crossrail 2 is vital to a comprehensive scheme for the whole of Euston regeneration?

[The Mayor](#)

Yes. The opening of HS2 phase 2 (2033) is dependent on Crossrail 2 for the onward dispersal of passengers arriving at Euston. Without it, the London Underground lines at Euston will not be able to cope with the additional passenger demand.

The HS2 Hybrid Bill contains detailed proposals for those parts of Euston Station that will be served by the new High Speed services. However, there are currently no detailed plans for the remainder of Euston station including the integration between High Speed, existing National Rail, TfL and Crossrail 2 services.

It is vital that there is an integrated plan for the whole of Euston station that fits with Camden's plans for the future of the area which offers an integrated and joined up customer experience for all passengers, regardless of which service they are using. Crossrail 2 must be a key element to that plan.

ArcelorMittalOrbit Tower [1]

Question No: 2016/3385

[Andrew Dismore](#)

What was the originally scheduled opening date for the helter-skelter slide; on what date did it open; and how many people have used it so far, to date?

[The Mayor](#)

The Slide received planning permission in early 2016 and the QEOP website stated The Slide would open in spring 2016. After appointing contractors, it became clear that the unique nature of the structure and the complexity of the construction meant that LLDC had to revise the opening date to summer 2016 and this change in date was announced in April, on the website. The opening date was set at 24th June and it opened on that day. In the weeks preceding the opening day, LLDC and its operator undertook a period of testing.

In the first full month of trading (July 2016) just over 28,000 tickets were sold in this month (15,758 attendances were recorded for The Slide plus an additional 12,480 for the ArcelorMittal Orbit only) in comparison to 13,502 during the same period last year. In total from June 24 through to the end of August, 34,355 tickets were sold for The Slide during that period.

ArcelorMittalOrbit Tower [2]

Question No: 2016/3386

[Andrew Dismore](#)

Given the increasing disquiet over the deal done by the previous Mayor for the ArcelorMittalOrbit Tower, will you conduct a full and public investigation into what went on, and in particular to see if the public has got value for money; what loans remain outstanding and when if ever they will be paid off?

[The Mayor](#)

There is no intent to carry out a full public enquiry. All information about the project and the financing of it has already been made public and open to scrutiny. Turner-Prize winning artist Sir Anish Kapoor and Cecil Balmond of engineering Group Arup won the design competition and it was formally announced by announced jointly by the former Mayor of London, Boris Johnson, and the former Olympics Minister Tessa Jowell on 31 March 2010.

The financing of the project was agreed and made public in 2010. The London Development Agency committed £3.1m towards the original construction.

ArcelorMittal contributed £10m capex and a £9.2m loan which only needs to be paid back if the ArcelorMittal Orbit generates revenue in excess of cumulative operating costs and interest on the loan, in which case 50% of the surplus would go towards repaying the loan capital and 50% back to LDA (LLDC).

Oxford Street pedestrianisation [1]

Question No: 2016/3387

[Andrew Dismore](#)

How will pedestrianisation impact on residential areas north and south of Oxford Street including Fitzrovia, Soho, north Mayfair and Marylebone, home to over 10,000 residents; and in particular will buses and taxis that presently use Oxford Street be diverted to streets like Wigmore Street and Mortimer Street increasing pollution and congestion for residents living there?

[The Mayor](#)

I appreciate the concerns you raise about the potential impact on residents and businesses. That is why I have instructed TfL to look at ways of reducing traffic, not merely transferring it. This will include looking at how the bus network operates, providing more ranks for taxis and consolidating freight trips. I recognise that it is essential that any scheme offers benefits that spread beyond Oxford Street into its surrounding neighbourhoods.

The current crowding, casualties and congestion on Oxford Street must though to be addressed and the opening of the Elizabeth line in December 2018 provides the opportunity to solve these problems with radical changes to Oxford Street and the surrounding areas.

Oxford Street pedestrianisation [2]

Question No: 2016/3388

[Andrew Dismore](#)

Do you agree on the importance of consulting local residents north and south of Oxford Street including Fitzrovia, Soho, north Mayfair and Marylebone over your plans to pedestrianise Oxford Street?; and if so what plans do you have for such consultation and when will it take place?

[The Mayor](#)

Yes, it is of utmost importance to consult with local residents, businesses and those who travel to and through the district. Full and detailed consultation will be undertaken. I will provide more details of the timetable for consultation later in the year.

Tube station lighting in summer daylight hours

Question No: 2016/3389

[Andrew Dismore](#)

Why, during 15 hours of bright sunshine do Burnt Oak, Colindale and Brent Cross stations, for example, have all their electric lights on like an airport runway 24 hours a day, when other open surface level stations switch the lights off during daylight hours. Do you agree that this is a waste of money and energy and, if so, will you issue guidance to TfL on when it is appropriate to turn lights off?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

Station staff are instructed to turn off lights during daylight hours where it is possible.

Unfortunately, a legacy of a number of London Underground stations, including the three listed above, is that lighting is controlled by Mini Circuit Breakers, which for safety reasons can only be operated by trained electricians.

There is a programme in place to convert station lights so that they are operated by sensors, allowing them to operate more efficiently. This work has been carried out at Boston Manor and Dollis Hill stations, and work at Stanmore, Willesden Green, Arnos Grove, South Ealing and South Harrow station is underway.

In addition, efficient lighting is often installed as part of station upgrades. Those recently delivered include Harrow-on-the-Hill, Earls Court, Paddington, Chancery Lane, Baker Street, Embankment, Moorgate, Tottenham Court Road, Blackhorse Road and Vauxhall stations. Such upgrades will continue and include Colindale, which is due to be delivered in 2020.

Provision for safe cycling on A400 Hampstead Road

Question No: 2016/3390

[Andrew Dismore](#)

The provision of safe cycling infrastructure in Hampstead Road as a part of the planned London Cycling Grid has been recognised as a priority by TfL, Camden Council and London Cycling Campaign. While TfL planners have made good progress in developing a design in consultation with these stakeholders, a consultation released by TfL in June 2016 entitled "A400 Hampstead Road bus reliability and road safety improvements" makes no reference to or provision for safe cycling. Will you ensure that provision for safe cycling to London Cycling Design Standards is included in the proposals before work proceeds?

[The Mayor](#)

The A400 Hampstead Road improvements were developed to incorporate planned HS2 works due to start in early 2017. Bus reliability and road safety improvements are planned for delivery prior to HS2 works. Cycle Grid proposals are not being progressed at the same time because HS2 works conflict with the initial proposals.

TfL will continue to work with HS2 to ensure that cyclists can use the corridor safely during the works, and is investigating the possibility of delivering improved cycling facilities during HS2 works.

Noise pollution through the night on the Northern Line

Question No: 2016/3391

[Andrew Dismore](#)

For many months, there has been a seriously noisy bit of track on the Northern Line, northbound between West Finchley and Woodside Park stations, approximately 100 metres before the track goes over Holden Road. Every time a train goes over this portion of track there is a pronounced clanking noise which is very disturbing for residents living nearby. Will you arrange for this to be investigated and remedial action taken promptly?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Transport links to Hospitals

Question No: 2016/3392

[Andrew Dismore](#)

Further to your answer to Question No: 2016/2631 '... at my request, TfL is producing a report on service level provision to all London's hospitals by autumn 2016....', will this include community hospitals, and in particular Finchley Memorial Hospital?

[The Mayor](#)

A steering group has been set up including representatives from TfL, the NHS, London TravelWatch, the GLA and London boroughs which will meet towards the end of September. The full Terms of Reference detailing which hospitals will be included in the review will be finalised during these meetings. TfL anticipates that a report will be published for discussion on service provision to hospitals by the end of 2016.

Cycle Superhighway 11

Question No: 2016/3393

[Andrew Dismore](#)

When will you announce the outcome of the consultation on Cycle Superhighway 11?

[The Mayor](#)

The initial public consultation report for Cycle Superhighway 11 was released in August 2016 and is available on the Transport for London (TfL) website: (<https://consultations.tfl.gov.uk/cycling/cs-11>).

TfL plans to publish the detailed public consultation report later this year.

Night tube

Question No: 2016/3394

[Andrew Dismore](#)

What has been the experience so far of the incidence of problems caused by the night tube for residents living near above surface tracks and near stations ?

[The Mayor](#)

Since the launch of the Night Tube on 19 August, incidents of complaint from residents close to tracks and stations have been very low.

TfL has a robust procedure in place to monitor and respond swiftly to any complaints received by residents living near the tracks or stations. TfL will also undertake detailed reviews of Night Tube at three, six and 12 months post-launch and any concerns raised by residents will be a key consideration in these reviews.

Box junction at Torriano Ave and Camden Road

Question No: 2016/3395

[Andrew Dismore](#)

When will the proposed box junction markings be provided at the junction of Torriano Ave, Camden Road and Camden Park Road?

[The Mayor](#)

Works to this junction have been coordinated with other planned works on the A503 corridor, including at the Brecknock Road junction, to minimise costs and the impact on residents and road users. I am pleased to say they will begin in February 2017.

direct bus service from Stamford Hill to Golders Green

Question No: 2016/3396

[Andrew Dismore](#)

What progress is being made about introducing a direct bus service from Stamford Hill to Golders Green?

[The Mayor](#)

There is no further work being done on this at present, for the reasons set out by the Deputy Mayor for Transport in her letter to you of 29 July 2016.

Work on providing this link looked at options including creating a new service or extending existing route 210 (Brent Cross to Finsbury Park). Unfortunately none of the options were feasible in terms of their additional cost.

Passengers who wish to make the journey can do so by interchanging between high-frequency routes 253 and 210 at Finsbury Park. However, the launch of my new Hopper fare means that Pay As You Go passengers making this interchange within one hour will now be able to do so for free.

Although there is currently no plan to introduce this additional connection, services will of course remain under regular review.

Escalator works at Holborn tube station

Question No: 2016/3397

[Andrew Dismore](#)

Escalator works at Holborn tube station are restricting the station to exit only in morning peak periods. At the same time, works at Chancery Lane also impact on travellers, especially local people living nearby who want to use the tube to get to work in the mornings and there are also major works still underway at Tottenham Court Road. Can the work be phased to allow some entrance as well as exit; why could the work not have been postponed till both Tottenham Court Road and Chancery Lane work was completed; and how does this Holborn station work fit in with the schedule for the proposed rebuilding and expansion of Holborn station?

[The Mayor](#)

TfL needs to refurbish all seven escalators at Holborn station as they are nearing the end of their working life and becoming increasingly unreliable.

The impacts of works on other nearby stations are carefully considered prior to approval of any project. Tottenham Court Road station has had full access and interchange since December 2015. Chancery Lane escalator works are due to be complete in July 2017 and do not restrict access to that station.

Delaying the start of the work to ageing assets would introduce a greater risk of escalator failure resulting in potential unplanned closures.

The escalators at Holborn are being replaced two at a time. This is the most effective way of doing the work and reduces the impact on customers - by over twelve months.

The escalator refurbishment work will provide improved reliability for customers until completion of the Holborn station capacity upgrade planned for the 2020s.

consultation on bus services on the Finchley Road

Question No: 2016/3398

[Andrew Dismore](#)

Transport for London has been consulting on bus services on the Finchley Road. The consultation proposes to "extend route 13 to North Finchley in the north and divert it to Victoria in the south (replacing route 82)" as part of an effort to reduce traffic flow through the Finchley Road. However, these proposals in effect rename the 82 bus as 13 while scrapping the existing 13, a proposal that was heavily rejected in a consultation which was cancelled just before the 2015 election. Why is TfL trying to pull the wool over the eyes of local bus users, by reintroducing a previously unpopular plan in this way?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

TfL reviews the bus network to ensure it adapts to changing patterns of demand. The services you mention are being reviewed because there has been an increase in capacity on the Jubilee line, which runs along a similar route, and because we need to reduce the number of services along Oxford Street.

Because of the feedback from the earlier consultation, TfL has made new proposals with the removal of route 82 and the diversion of route 13 at Marble Arch south towards Victoria. Peak hour frequencies on Finchley Road would reduce from 27 buses an hour to 22 buses an hour, which would better match current demand. This would allow for other bus services elsewhere in London to be enhanced.

The new proposals keep in place the majority of bus links from Finchley Road, including to Oxford Circus via revised route 113. Where links have been broken, passengers will be able to travel to other parts of the West End by changing for free onto high-frequency route 9 at Hyde Park Corner or routes 6 or 139 on Oxford Street. Thanks to my Hopper ticket, these onward journeys would be free for Pay As You Go passengers if they are made within an hour of the first journey.

Mill Hill cemetery

Question No: 2016/3399

[Andrew Dismore](#)

Developers have lodged an appeal against Barnet Council's refusal of planning consent for this scheme in the Green Belt. Will you support local residents in their representations against this appeal?

[The Mayor](#)

My planning powers are strictly defined by the Mayor of London Order (2008), and I am only referred strategic planning applications that meet a set of criteria, primarily based on size. Further details on my powers can be found on the Greater London Authority's website at the following link

<https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/what-powers-does-mayor-have-planning>

The planning application at Mill Hill Cemetery was not of a scale as to trigger a referral to me, and I am therefore unable to comment further.

Edgwarebury Farm

Question No: 2016/3400

[Andrew Dismore](#)

Developers have lodged an appeal against Barnet Council's refusal of planning consent for this Golf Course scheme in the Green Belt. Will you support local residents in their representations against this appeal?

[The Mayor](#)

The previous Mayor was consulted on this application by the Council in February 2015 and considered that the proposal was appropriate development in the Green Belt. As the Council subsequently resolved to refuse permission (against Council officer recommendation) it did not need to consult the Mayor again (pursuant to Article 5(2) of the Mayor of London Order). I have now requested that my officers provide a briefing on the application.

Policing football costs [1]

Question No: 2016/3401

[Andrew Dismore](#)

How much was refunded by London Football professional clubs in respect of policing costs in each of the last 3 financial years; and how much of that was paid by clubs in each division?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Policing football costs [2]

Question No: 2016/3402

[Andrew Dismore](#)

How much was refunded by each Premier League London Football club in respect of policing costs in each of the last 3 financial years?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Policing football costs [3]

Question No: 2016/3403

[Andrew Dismore](#)

What is the best estimate of the total actual cost of policing professional football in London in each of the last 3 financial years, and how much of that relates to clubs in each division?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Policing football costs [4]

Question No: 2016/3404

[Andrew Dismore](#)

What is the best estimate of the total actual cost of policing each Premier League London Football club in each of the last 3 financial years?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Policing football costs [5]

Question No: 2016/3405

[Andrew Dismore](#)

At a time of pressure on policing budgets, do you agree that the law should be changed to allow full cost recovery of the policing costs of professional football?

[The Mayor](#)

I am of the view that the legislation and the directions of the courts should be reviewed to allow a system of full cost recovery for resources deployed to all commercial events (including football) regardless of where the officers are deployed i.e. not just on land owned, occupied or controlled by the owner of the event (as is the current position).

MOPAC applies the full extent of the law in charging for policing sporting events. We continue to lobby the Home Office to allow for full cost recovery.

Underreporting of race and religious hate crime

Question No: 2016/3406

[Andrew Dismore](#)

What is your and the Met's best assessment of the extent of underreporting of race and religious hate crime?

[The Mayor](#)

It is, difficult to accurately estimate the levels of under-reporting for any crime type and not just hate crime. The Crime Survey for England and Wales (CSEW), which surveys over 33,000 adults, provides the best estimate based on the difference between recorded hate crime and that reported through the survey. In the most recently available release related to hate crime specifically (2014/15), it is estimated that 48% of hate crime incidents came to the attention of the police across England and Wales. Due to the survey methodology, it is not possible to provide a London-only estimate.

Proscribed terrorist organisation's flags

proscribed terrorist organisation's flags

Question No: 2016/3407

[Andrew Dismore](#)

Further to your oral answer at July Mayor's Question Time, over the display of proscribed terrorist organisation's flags on demonstrations, how many prosecutions for this have there been over the last 2 years?; and what was the outcome of your discussion with the Commissioner and the Deputy Mayor?

[The Mayor](#)

As you will be aware I have responded to the Assembly in a letter on these specific points.

As of July 2016, 2 arrests were made in London under Section 13 of the Terrorism Act in October 2015 but no further action was taken. There have been no further arrests recorded. I will continue to ensure that this is on the agenda to discuss with the MPS.

Firearms officers

Question No: 2016/3408

[Andrew Dismore](#)

How many extra firearms officers are you aiming to recruit; what is the cost of the extra officers; and how much of that cost is being offset by reductions in the numbers of inspectors and sergeants on borough BCUs?

[The Mayor](#)

The Met will increase the number of firearms officers by 600 as part of the Armed Uplift Programme. This decision came in the wake of the tragic events in France and is one I fully support.

There will be no increase in overall Met officer numbers and therefore there are no additional salary costs incurred in providing the 600 uplift.

The resources to support this increase will come from across the Met.

Police officers' experience

Question No: 2016/3409

[Andrew Dismore](#)

How many police officers in a) Camden and b) Barnet BCUs have less than 2 years' experience; and what percentage of the overall totals of officers in each borough does this represent?

[The Mayor](#)

The number of Full Time Equivalent (FTE) officers and the proportion with less than 2 years' experience is shown in the table below.

The Met has conducted a large recruitment drive over the last three years and these new officers are deployed to boroughs to complete their probation. Furthermore, the Met has prioritised moving officers to the frontline. Therefore there will inevitably be a proportion of new recruits working in Camden and Barnet.

Borough	Total Police FTE	Police with less than 2 Years of Service	% of total FTE
Camden	647.26	150	23.17%
Barnet	516.17	107	20.73%

Police Commissioner's visit to Grahame Park

Question No: 2016/3410

[Andrew Dismore](#)

Further to your answer to Question No: 2016/2383, 'A visit is already planned for the Commissioner to visit the Grahame Park Estate later this summer.' Has this taken place yet; and, if so, what were the Commissioner's findings?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Special Constables

Question No: 2016/3411

[Andrew Dismore](#)

How many special constables are attached to a) Camden and b) Barnet BCUs?

[The Mayor](#)

As of the end of August 2016 there are 107 Metropolitan Special Constabulary officers specifically attached to Camden borough and 108 attached to Barnet.

Water cannons

Question No: 2016/3412

[Andrew Dismore](#)

Further to your previous answers, and given the ongoing drain on resources of keeping them, have the water cannons been disposed of yet; and if not what is the reason for the delay?

[The Mayor](#)

Work is ongoing in order to secure the best value disposal of the water cannon and I hope to update the Assembly shortly.

Appointing an Independent Victims' Commissioner

Question No: 2016/3413

[Andrew Dismore](#)

Further to your answer to Question No: 2016/2391, when do you expect to make an appointment to this post?

[The Mayor](#)

My appointment of an Independent Victims' Commissioner for London will be a first for any city in the United Kingdom. We are working on a specification for the role and you will hear more in due course.

Burglary in Barnet

Question No: 2016/3414

[Andrew Dismore](#)

Further to your answer to Question No: 2016/2395 'What are you doing to bear down on burglary in Barnet?'

Your answer being:

'In the year to June 2016 there were a total of 3,757 burglary offences in Barnet borough, representing a decrease of over a fifth on the levels recorded in the year to June 2012..... '

For a more recent comparison, how many burglaries were there in the years to June 2015 and June 2014?

[The Mayor](#)

In the year to June 2015 there were a total of 3,730 burglary offences on Barnet borough, following 3,823 recorded in the preceding year to June 2014.

Senior officers' bonuses

Question No: 2016/3415

[Andrew Dismore](#)

What was the cost of bonuses awarded to officers of the rank of commander and above in the last financial year; what was the highest value bonus; and what are the criteria applied to qualify for a bonus?

[The Mayor](#)

No bonuses were awarded to those of a rank of Commander and above in the 2015/16 financial year.

Senior officers' perquisites

Question No: 2016/3416

[Andrew Dismore](#)

What was the cost of perquisites awarded to officers of the rank of commander and above in the last financial year; what perquisites are senior officers entitled to or to claim for; what are the criteria applied to qualify for perquisites; and what was the highest value of perquisites received by a single officer ?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

London seat' at the EU/Brexit negotiating table

Question No: 2016/3417

[Andrew Dismore](#)

Has the Government accepted the case for a 'London seat' at the EU/Brexit negotiating table?

[The Mayor](#)

I continue to meet with Ministers to make the strong case for London to have a seat at the Brexit negotiating table, alongside the devolved nations. These discussions are ongoing with Government.

West Ham and the Olympic Stadium

Question No: 2016/3418

[Andrew Dismore](#)

Given the increasing disquiet over the deal done by the previous mayor for the use by West Ham of the Olympic Stadium, will you conduct a full and public investigation into what went on, and in particular to see if the public has got value for money; and that rules relating to state aid have not been broken?

<http://www.cityam.com/246554/revealed-west-ham-owners-free-cash-olympic-stadium-deal>

[The Mayor](#)

The decision by the previous Mayor to award West Ham United a long-term concession to use the Stadium was made after a fair and open competition in line with EU rules. It has been tested in the High Court and was found to be robust, fair and open. The full agreement with West Ham United has now been published and is publically available. The rules in relation to state aid have not been broken, as confirmed again by the EU Commission in May 2015 when they said in a statement - "contacts with the UK authorities and information received from the authorities however did not support the suggestion that West Ham received any state aid."

The Stadium is now a world-class multi-use arena which as well as being home to West Ham United, is also the national competition centre for UK Athletics. In the last few months alone it has hosted an AC/DC concert, the Great Newham London Run and the Anniversary Games Diamond League Athletics meeting. In the coming months it will host England v Australia in a rugby league international and next summer it will see the world's greatest athletes at the IAAF World Championships and the World ParaAthletics Championships. Advance ticket sales for both events have been excellent.

The arrangements we have made for the Stadium are intended to ensure it will be financially sustainable over the long term, so that no ongoing public subsidy is required.

Tall Buildings

Question No: 2016/3419

[Len Duvall](#)

Do you have any plans to review the Tall Buildings Policy? Many Londoners, including my constituents, are rightly concerned about the impact the current policy has on the positioning of tall buildings in London.

[The Mayor](#)

I note your constituents' concerns over the impact of current of current policy on the positioning of tall buildings and will take them into account in my review of the London Plan.

Lead and Public Health (1)

Question No: 2016/3420

[Len Duvall](#)

What provisions exist in the London plan to protect workers and the public from exposure to lead dust, fumes or vapour?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19/09/2016

The London Plan seeks to minimise exposure to poor air quality and ensure emissions are reduced from development. The Sustainable Design and Construction and The Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance documents, which support the implementation of London Plan policy, provide guidance on minimising the generation of dust and fumes or vapours from toxic materials and products; and promotes the use of 'healthy' materials.

Lead and Public Health (2)

Question No: 2016/3421

[Len Duvall](#)

How many buildings in London are believed to contain lead?

[The Mayor](#)

We do not hold information on the amount of buildings in London that contain lead.

Lead and Public Health (3)

Question No: 2016/3422

[Len Duvall](#)

Who is the lead agency in Government responsible for protecting the public and enforcing regulations regarding lead in London?

[The Mayor](#)

The Health and Safety Executive is the lead agency and they provide good advice on their website; including how to identify old lead paints or other lead containing materials and what to do when you find them.

Depending on premises and circumstances where lead is found either the Health and Safety Executive or borough health and safety teams will enforce the regulations.

Lead and Public Health (4)

Question No: 2016/3423

[Len Duvall](#)

How many deaths in London are believed to have been caused by exposure to lead dust, vapour or fumes?

[The Mayor](#)

Lead poisoning is a lot less common than it used to be with the declining use of leaded fuel and the phasing out of lead in pipes and paints. Younger children are at risk from lead poisoning because they are more likely to chew or eat lead-containing items, while in adults exposure to lead is mostly work-related.

Data on deaths caused by exposure to lead is not collected by the GLA. Our partners in Public Health England also don't hold this data so we are unable to estimate this number reliably.

Thames Vision

Question No: 2016/3424

[Len Duvall](#)

Do you support the Port of London Authority's Vision to 2035? What steps is the GLA taking in working with partners to achieve the objectives set out in the Vision?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Digital Inclusion - Older People (1)

Question No: 2016/3425

[Len Duvall](#)

When you appoint a Chief Digital Officer will part of their "brief" be for older people and projects which will increase participation amongst poorer older people?

[The Mayor](#)

Yes, the new Chief Digital Office will have digital inclusion firmly within their remit. Given that nearly one in 10 Londoners have never used the internet and 20% do not have basic digital skills, ensuring that all Londoners can benefit from digital technology is a growing priority. Digital disadvantage often compounds socio-economic disadvantage and creates a very real barrier to learning, earning and general well-being. This is particularly true for older Londoners as digital exclusion rates are highest among those over 65.

The new CDO will work closely with older Londoners through organisations such as Age UK and the Alzheimer Society, through the London Older People's Strategies Group and the Mayor's Older People's Advisory Group to identify opportunities for support and action. This will ensure that older Londoners can access the support they need to fully participate in the digital life of the capital.

Housing Strategy - Older People (2)

Question No: 2016/3426

[Len Duvall](#)

Do you think the GLA needs to develop a Housing Strategy for older people in all tenures, meeting their specific needs?

[The Mayor](#)

The statutory London Housing Strategy should set out how London's housing market will be made to work for all Londoners, including older people, not least because the needs of different groups are overlapping and linked.

Kite Marks and London Hotels

Question No: 2016/3427

[Len Duvall](#)

Should your mayoralty develop and encourage a kite mark for London hotels who adopt London living wage - this kite mark would be similar to the one established to the one which is operated in New York?

[The Mayor](#)

I will encourage as many London employers as possible to become Living Wage accredited, which includes the right to use the Living Wage Employer Mark.

Thames Gateway Growth Commission

Question No: 2016/3428

[Len Duvall](#)

Do you believe the Thames Gateway Growth Commission lacks London representation from either the regional or local level?

[The Mayor](#)

I am disappointed that the Thames Estuary Growth Commission, chaired by Lord Heseltine, does not have any London government representation. However, I am meeting Lord Heseltine to discuss how his commission can support London's continuing growth. I have also been assured that the Commission will work closely with the Thames Gateway Strategic Group, which has members from London, South Essex and North Kent councils.

Towards a Community Led Plan for London

Question No: 2016/3430

[Len Duvall](#)

Is the Mayor keen to extend opportunities for meaningful community engagement in planning, beyond estate regeneration and in line with the ideas outlined by the Just Space Network?

[The Mayor](#)

I am committed to ensuring Londoners have opportunities for meaningful community engagement in planning beyond estate regeneration. Preparation of the London Plan provides formal opportunities for this but these are subject to its associated procedural requirements. I am therefore also putting in place less formal opportunities for engagement this autumn. These are likely to include an indication of the direction of travel for all my strategies, including the London Plan, which will allow Londoners to help to shape and refine my priorities.

I will take the Just Spaces Network's ideas on a Community Led Plan into account in revising the London Plan and understand my officers have already been working with the Just Space Network to help develop these.

Police Borough Commanders and Tenure

Question No: 2016/3431

[Len Duvall](#)

Do you consider 2 years Tenure for Police Borough Commanders is adequate in establishing effective working partnership arrangements in tackling crime at Borough level?

[The Mayor](#)

I recognise the importance of borough commanders establishing effective working relationships with local partners and communities.

I am committed to encouraging the Met to maintain stable local leadership by retaining borough commanders in post for at least two years.

Garden Bridge Finances

Question No: 2016/3432

[Florence Eshalomi](#)

Was the recent Newsnight piece on the Garden Bridge Trust correct in stating that their funding shortfall was currently £52m and not £30m as previously believed? Are you concerned that a number of their donors have pulled out?

[The Mayor](#)

The Garden Bridge Trust has stated that a further £55.9 million is required to meet its fundraising total. This is reflected in an updated list of funders that is available on the TfL website at <https://tfl.gov.uk/corporate/publications-and-reports/temple-footbridge>.

The Trust released new details of new private funders on 2 September. The Trust is responsible for securing the remaining funding for the bridge and has a plan in place to achieve this.

Westminster CCTV

Question No: 2016/3433

[Florence Eshalomi](#)

Westminster Council plan to turn off 75 CCTV cameras on 1st September 2016. How will that effect the safety of the night tube and do the police have any plans to compensate for this loss of CCTV coverage?

[The Mayor](#)

The cameras were not turned off on 1 September 2016.

MOPAC and the MPS have been in discussions with Westminster City Council (WCC) to scope a solution for public space CCTV in the borough that would ensure that coverage is continued for the long term.

The MPS has been working closely with partners and the British Transport Police since the launch of the night tube. At present there has been no initial adverse impact for the borough and no noticeable rise in crime. During the November-January Christmas period, seasonal tactics will be implemented.

Northern Line Upgrade (1)

Question No: 2016/3434

[Florence Eshalomi](#)

Do you still expect Northern Line Upgrade 3 to deliver a fully separated Northern line offering between 33 and 36tph by April 2023?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Northern Line Upgrade (2)

Question No: 2016/3435

Florence Eshalomi

Do you expect to receive Transport and Works Act Order approval for the Camden Town Station Congestion Relief during autumn 2017?

The Mayor

The public consultation on the proposals for Camden Town in 2015 found that over 95 per cent of respondents agreed with the need for a capacity upgrade of the station. TfL will carry out two further public consultations on different aspects of the scheme in autumn 2016, and in spring 2017, to support its Transport and Works Act Order (TWAO) application, which it expects to submit in autumn 2017.

Subject to TWAO approval, funding, and reaching an agreement with London Borough of Camden on the sale of local land, work at the station could begin in 2019, for completion by 2023/24.

Rail Punctuality

Question No: 2016/3436

Florence Eshalomi

Virgin Trains has become the first UK Train Operating Company to publish up-to-date and comprehensive punctuality data on its services. The data is presented in chart form using the industry standard right-time measure (where a train is only classed as on time if it arrives within 59 seconds of its scheduled arrival) and will be updated every four weeks. Do you have any plans to publish similar data for London Overground and TfL Rail services?

The Mayor

"Right-time" performance data is published by Network Rail on behalf of the whole UK rail Industry every 4 weeks including London Overground and TfL Rail. The latest report is published here: <http://www.networkrail.co.uk/about/performance/>

On a Moving Annual Average the most recent data shows that London Overground has a figure of 77.1 per cent right-time and TfL Rail has 82.6 per cent by the same measure. These are significantly higher than Virgin West Coast (55.8 per cent); Virgin East Coast (55.0 per cent); and the national average (63.3 per cent).

Car Parking Spaces on the Transport for London Road Network (1)

Question No: 2016/3437

1 Attachments

[Florence Eshalomi](#)

Please provide

(a) The number of car parking spaces on the Transport for London Road Network as at the latest available date;

(b) A breakdown of the total number of spaces by road name/number.

Please provide the data in xls format.

[The Mayor](#)

a) There are a total of 8,628 'Parking and Disabled Persons Vehicles' bays on the TLRN, which equates to approximately 14,000 parking spaces.

b) The breakdown of the number of bays by road name/number is provided in the spreadsheet attached as Appendix L.

Car Parking Spaces on the Transport for London Road Network (2)

Question No: 2016/3438

[Florence Eshalomi](#)

The Mayor of Paris, Anne Hidalgo, plans to reduce the number of parking spots by 55,000 annually. Do you have any plans to do something similar in London?

[The Mayor](#)

There are no current plans to reduce the number of parking bays on the TfL Road Network.

Diesel Cars

Question No: 2016/3439

[Florence Eshalomi](#)

The Mayor of Paris, Anne Hidalgo, plans to ban diesels from the city by 2020. Do you have any plans to do something similar in London?

[The Mayor](#)

My proposals to improve air quality, including the T-charge and an expanded ULEZ, represent the toughest crackdown on diesel cars of any city in the world. I intend to take action on the most polluting vehicles as soon as next year, with standards higher than those adopted in Paris.

Transit Elevated Bus

Question No: 2016/3440

[Florence Eshalomi](#)

Does TfL have any plans to investigate whether a Transit Elevated Bus would work in London?

[The Mayor](#)

While this is an innovative approach to bus priority in city centres, it needs suitable roads – such as multi-lane highways without low bridges – and would need to be integrated with the wider bus and rail networks. London does not have an abundance of roads over which an elevated bus could operate. TfL will keep the concept under review to see how it is used elsewhere in the world but does not plan to investigate further at this stage.

Frequent Flyer Levy

Question No: 2016/3441

[Florence Eshalomi](#)

Would you support replacing the Air Passenger Duty with a Frequent Flyer Levy, which allows 1 tax free return flight per year for everyone before tax is paid on any subsequent flights?

[The Mayor](#)

Please refer to my answer to oral MQ 2016 / 2411.

Protected Characteristics of Taxi/PHV Drivers

Question No: 2016/3442

[Florence Eshalomi](#)

Can you provide details of the protected characteristics within the Equality Act 2010 (Age, Disability, Race – this includes ethnic or national origins, colour or nationality, Religion or belief – this includes non-belief, Sex & Sexual orientation) of a) Taxi drivers and b) Private Hire Vehicle Drivers?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

TfL Trading Arm

Question No: 2016/3443

[Florence Eshalomi](#)

When do you plan to establish a TfL trading arm that can run bus and other local transport services and sell TfL's expertise, at home and abroad?

[The Mayor](#)

I instructed TfL to establish a consultancy business, Transport for London Consulting, in May of this year.

TfL has developed a positive business case to provide its expertise to operators around the globe and will be working in partnership with established engineering, transport and management consultancy businesses to pursue opportunities to generate revenues to reinvest in the transport network.

TfL has already signed a deal with Cubic Transportation Systems to allow other cities around the world to benefit from London's contactless ticketing technology.

I will provide an update on Transport for London Consulting later this year.

TfL Contractors Gender Pay Audits

Question No: 2016/3444

[Florence Eshalomi](#)

You are committed to requiring large contractors to publish gender pay audits. When will the audits of the TfL contractors be published?

[The Mayor](#)

TfL third party contractors that employ 250 or more employees will be required to publish Gender Pay Gap Reports once the Government Equalities Office new legislation comes into effect in late 2016. They will need to publish their information in line with the Governments requirements by 30 April 2018.

PHV Standard of English

Question No: 2016/3445

[Florence Eshalomi](#)

Further to [MQT 2016/2151](#) can you explain why PHV drivers will need to demonstrate an appropriate level of English reading, listening, speaking and writing skills given that the recently published "[Code of practice on the English language requirement for public sector workers](#)" only requires the spoken element to be demonstrated?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

Please see my response to MQ 2016/3277.

TfL's "Delivering Your Manifesto" Document (1)

Question No: 2016/3446

[Florence Eshalomi](#)

The document says, "We will work with you to deliver a root and branch review of our structures, and present our progress to you within your first 100 days in office." Was the progress report provided to you and will you publish it?

[The Mayor](#)

I discussed TfL's document with the Commissioner in my first week in office and have instructed him what I want him to do.

TfL's root and branch review is well underway and significant savings have already been made, particularly in reducing management layers, significantly reducing the use of agency staff and reprioritising IT projects. Delivering against this is a regular topic of discussion with the Commissioner.

Cost savings identified as part of this review will be reflected in TfL's new Business Plan, which will be published in the autumn following consideration by the TfL Board.

TfL's "Delivering Your Manifesto" Document (2)

Question No: 2016/3447

[Florence Eshalomi](#)

The document says within the first 100 days TfL will, "Recommend a fares structure for 2017." Have they done so and will you publish their recommendations?

[The Mayor](#)

I announced on 8 June that TfL fares would be frozen for four years from 2017 and this is what will be implemented. My mayoral direction will be published as usual in advance of the fares changes in January.

TfL's "Delivering Your Manifesto" Document (3)

Question No: 2016/3448

[Florence Eshalomi](#)

The document says within the first 100 days TfL will, "Conduct a customer-focused review of ticket office closures." Has the review taken place and will you publish the results?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

I am delighted that the review I committed to in my manifesto is now underway. This is being managed by London TravelWatch, who will provide expert, independent insight and will publish their report in December 2016.

TfL's "Delivering Your Manifesto" Document (4)

Question No: 2016/3449

[Florence Eshalomi](#)

The document says within the first 100 days TfL will, "Negotiate and agree the next steps for rail devolution, jointly with DfT". Has the next steps been agreed and will you publish what those next steps are?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

I have been negotiating with DfT for TfL to take over responsibility for more suburban rail services. A commitment by Government to do this would result in more reliable and frequent service for customers.

I have also sought a decision from the Secretary of State on the future of the Southern service. I have made it clear to Government that my team at TfL can offer the expertise, management capability and resources to stabilise the current situation as a temporary measure, while a long term recovery plan is put into place.

TfL's "Delivering Your Manifesto" Document (5)

Question No: 2016/3450

[Florence Eshalomi](#)

The document says within the first 100 days TfL will, "Announce a joint consultation with Westminster City Council on Oxford Street." When will the consultation be launched?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

Good progress has already been made on setting up joint collaborative working arrangements between Westminster City Council and TfL for the project. Together, they are examining a range of options on behalf of the West End Partnership for improving the pedestrian environment on Oxford Street.

The programme and scope of the stakeholder engagement and consultation are being agreed with Westminster City Council and the West End Partnership, and I will announce more details over the coming weeks.

TfL's "Delivering Your Manifesto" Document (6)

Question No: 2016/3451

[Florence Eshalomi](#)

The document says within the first 100 days TfL will install, "New advertising screens at Canary Wharf." Have they been installed?

[The Mayor](#)

TfL is progressing with this work and installation has begun. These screens will improve the station environment as well as provide additional revenue to reinvest in the transport system.

TfL's "Delivering Your Manifesto" Document (7)

Question No: 2016/3452

[Florence Eshalomi](#)

The document says within the first 100 days TfL will provide you with, "Proposals for a new consultancy service to raise revenue." Have the proposals been provided and will you publish them?

[The Mayor](#)

Please see my response to MQ 2016 / 3443.

TfL's "Delivering Your Manifesto" Document (8)

Question No: 2016/3453

[Florence Eshalomi](#)

The document says within the first 100 days TfL will, "Opening construction at Bank station." Has the construction begun?

[The Mayor](#)

Yes. Construction started on schedule with the beginning of demolition work on the six buildings that will serve as a construction site for the duration of the works as well as the new station entrance. The demolition will continue until March 2017. In addition, preparatory works for tunnelling have also commenced at the Arthur Street worksite with excavation expected to commence in December 2016.

TfL's "Delivering Your Manifesto" Document (9)

Question No: 2016/3454

[Florence Eshalomi](#)

The document says within the first 100 days TfL will "decide the Crossrail 2 route." Has the route been decided? Will you publish details of the agreed route?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

Crossrail 2 is jointly sponsored by me and the Secretary of State for Transport. I have appointed Lord Adonis to Chair the Crossrail 2 Programme Board. There will be a further consultation on the route alignment later this autumn, which will include any proposed changes agreed by the Board.

TfL's "Delivering Your Manifesto" Document (12)

TfL's "Delivering Your Manifesto" Document (10)

Question No: 2016/3455

[Florence Eshalomi](#)

The document says within the first 100 days TfL will "set out the vision for the new Mayor's Transport Strategy." Have they done so and when will the strategy be published?

[The Mayor](#)

Working with me and my team, TfL has been developing initial proposals for the vision and scope of the new Transport Strategy. I expect this to be published in the New Year.

TfL's "Delivering Your Manifesto" Document (11)

Question No: 2016/3456

[Florence Eshalomi](#)

The document says within the first 100 days TfL will "launch the safer trucks programme."
When will the programme be launched?

[The Mayor](#)

The programme will be launched this autumn.

TfL's "Delivering Your Manifesto" Document (12)

TfL's "Delivering Your Manifesto" Document (13)

Question No: 2016/3458

[Florence Eshalomi](#)

The document says within the first 100 days TfL will complete the "Better Junction upgrades at 12 sites." Have they done so and can you name the 12 sites?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

Great progress has been made delivering the Better Junctions programme. I can confirm that upgrades have been completed at 11 junctions including:

- Elephant & Castle
- Stockwell
- Aldgate
- Apex (Shoreditch)
- Blackfriars
- Bow (interim scheme)
- King's Cross (interim scheme)
- Oval
- Parliament Square
- Tower Gateway and
- Vauxhall (interim scheme)

Works are continuing at Lancaster Gate and Archway Gyratory.

TfL's "Delivering Your Manifesto" Document (13)

TfL's "Delivering Your Manifesto" Document (14)

Question No: 2016/3459

[Florence Eshalomi](#)

The document says within the first 100 days TfL will "Establish a diversity in STEM Advisory Board." Have they done so and can you name the members of the board?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

The Diversity in STEM Advisory board is in the process of being established. Key stakeholders have been invited to participate and TfL is holding initial conversations with them. The membership will be formally announced this autumn.

TfL's "Delivering Your Manifesto" Document (14)

TfL's "Delivering Your Manifesto" Document (15)

Question No: 2016/3460

[Florence Eshalomi](#)

The document says within the first 100 days TfL will be "Launching new electric bus routes." Have they done so and can you name the routes the buses are running on?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

London's first two all-electric bus routes will be delivered by the end of the year. These are routes 507 and 521.

Combined with 22 all-electric buses already running in outer London, this means London will have an entire fleet of 73 electric buses - the largest in Europe.

In November, I am inviting cities and manufacturers from around the world to attend a clean bus summit in London so we can work together to accelerate the introduction of zero emission buses into our fleets.

TfL's "Delivering Your Manifesto" Document (15)

TfL's "Delivering Your Manifesto" Document (16)

Question No: 2016/3461

[Florence Eshalomi](#)

The document says within the first 100 days TfL will publish an updated "Transport Health Action Plan." Have they done so?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

I am committed to improving public health and reducing health inequalities, and a key element of this will be through better planning of London's transport network. Part of this is Transport for London's commitment to embed the Healthy Streets Approach across the organisation.

My Deputy Mayor for Transport is currently leading discussions to establish the most appropriate means of delivering enhanced promotion of more active travel and good progress is being made.

I have asked TfL to report to me before the end of the year on how they will better embed health considerations in decision making across the organisation, and how they will be measuring and publicly reporting on health improvements and reductions in health inequalities.

Environmental impact of tall buildings

Question No: 2016/3462

[Nicky Gavron](#)

Will the environmental performance and impact of towers become a consideration within the next London Plan?

[The Mayor](#)

The environmental performance and impact of towers will be taken into account in my review of London Plan.

DCLG Committee Housebuilding Capacity Inquiry

Question No: 2016/3463

[Nicky Gavron](#)

Did the Mayor respond to the DCLG consultation on capacity in the housebuilding industry?

[The Mayor](#)

I am responding to the consultation.

Tall Buildings and Local Masterplans

Question No: 2016/3464

[Nicky Gavron](#)

Ahead of the new London Plan, how will the Mayor work with boroughs to ensure suitable locations for tall buildings are identified and consulted upon in emerging Local Plans?

[The Mayor](#)

The current London Plan sets out an approach for boroughs to follow in identifying suitable locations for tall buildings. This is implemented through borough engagement associated with local plan General Conformity and with that associated with individual strategic development proposals. This approach will be reviewed through my overall review of the London Plan.

GLA In house Viability Assessment

Question No: 2016/3465

[Nicky Gavron](#)

I welcome the creation of an in-house viability assessment team. Will this team work with London boroughs to strengthen the capacity of London's stretched planning authorities at local level?

[The Mayor](#)

This is my broad intention of which details will be fully set out in my forthcoming Housing SPG.

The Duty to Co-operate

Question No: 2016/3467

[Nicky Gavron](#)

What progress has the Mayor had in meeting with Leaders of London's neighbouring authorities and what is his strategy and priorities for co-operation with the wider South East?

[The Mayor](#)

My Deputy for Housing represented me at the Wider South East Political Steering Group meeting in July and my Deputy for Planning will be involved in future collaboration meetings including the Wider South East Summit on 9 December. It is currently anticipated that the Summit will focus on the London Plan review as a key priority for cooperation with the wider South East.

To date my team has been working at officer and member level on aspects of this review, coordination of strategic infrastructure investment and development corridors, developing a common information base and developing a joint response to addressing the barriers to housing delivery which to varying degrees affect the 156 authorities and 11 LEPs covering the wider SE.

Responses are also being made to 'Duty to Cooperate' requests to inform the preparation of Local Plans beyond London.

Knowledge Region

Question No: 2016/3468

[Joanne McCartney](#)

The London Stansted Cambridge Consortium Growth Commission has released a report highlighting the potential of the London Stansted Cambridge Corridor to become a top "knowledge region" of the world. The Commission has identified issues that need to be addressed including devolved powers and further financing amongst others. What are your views on the Growth Commission's economic vision and what can you do to assist in making this a reality?

[The Mayor](#)

I share the LSCC Growth Commission's vision. The Corridor is already clearly successful and the report highlights a vision which is consistent with the London growth vision, helping to deliver significant numbers of homes and jobs.

London is already working in close collaboration with organisations in the London Stansted Cambridge Corridor through the West Anglia Taskforce which is making the case for substantial improvements to the West Anglia Main Line railway to benefit the whole corridor.

I've also reconvened the London Finance Commission. It will strengthen the case for devolution of new powers and to me, enabling better progress on infrastructure, housing and place-making which is one of the five priorities identified in the report.

Low Emission Bus Zones

Question No: 2016/3469

[Joanne McCartney](#)

I welcome your announcement on the first Low Emission Bus Zones. Residents have asked me to raise the A1 Archway Road through Highgate and the area around Edmonton Green bus garage as potential early Low Emission Bus Zones. Will you please consider this and also set out the criteria used to determine the Low Emission Bus Zones?

[The Mayor](#)

All areas outside the central London Ultra Low Emission Zone will be considered. The criteria focuses on corridors where it is forecast buses will contribute 40 per cent or more of road transport NOx in 2020, and where NO2 will still exceed legal limits at that time.

Wayfindr

Question No: 2016/3470

[Joanne McCartney](#)

I understand that there has been a successful pilot between the Royal London Society for Blind People and TfL at Euston station trialling a new Wayfinding system for vision impaired people across the London Underground. Can you provide details of the next phase of this innovative work and if you have plans to roll this out across the entire London Underground system?

[The Mayor](#)

I agree this is a great initiative. TfL has now carried out two trials - one at Pimlico and one at Euston station. Each has helped to identify how this technology could be used on the Tube network. The trial at Euston, for example, provided detailed insight into the way that the technology would work in a complex station environment.

There is more work to do to understand how the technology would work in other types of station. There are other issues to address including the effect of electromagnetic interference and crowding. TfL is currently scoping a further trial which will develop the project further.

'7 day Service'

Question No: 2016/3471

[Onkar Sahota](#)

We have a staffing crisis in the London NHS. Do you share the fears of senior civil servants that forcing a 'truly 7-day' NHS, while there is a staffing and funding crisis, will lead to the collapse of the Health Service's ability to a consistent service, which helps mitigate against health inequalities in the capital?

[The Mayor](#)

Yes, I do.

Childhood Obesity

Question No: 2016/3472

[Onkar Sahota](#)

Can the Mayor outline the budget commitment of the GLA family toward tackling childhood obesity?

[The Mayor](#)

The total budget commitment explicitly dedicated to tackling childhood obesity from the GLA family for the financial year 2016/17 is £420,000. This includes my hugely successful Healthy Schools London, a testing phase for the Healthy Early Years programme and salaries of policy staff.

The work of many other teams and programmes across the GLA is likely to directly contribute to efforts to reduce childhood obesity. These would include work on Healthy Streets, the STARS programme and other walking and cycling work by TfL, healthy urban planning by the planning team, the work of the food team and the London Food Board and Big Dance by the culture team. These resources are not strategically identified as obesity resources.

London Health Board

Question No: 2016/3473

[Onkar Sahota](#)

What progress has the Mayor made in reviewing and renewing the terms of reference, composition and work programme of the London Health Board?

[The Mayor](#)

Please see my response to MQ 2016 / 3086.

Hospital Buses

Question No: 2016/3474

[Onkar Sahota](#)

What progress has the Mayor made towards the review of provision of bus services to London's hospitals promised in his Manifesto?

[The Mayor](#)

Please see my response to MQ2016 / 3231.

London Health Commission Recommendations

Question No: 2016/3475

[Onkar Sahota](#)

Will the Mayor consider offering a fresh response to the recommendations made by Lord Ara Darzi in his London Health Commission following the change in administration?

[The Mayor](#)

I am open to consider a further response to the London Health Commission recommendations. However it is worth noting that the overwhelming majority of Lord Darzi's recommendations are being taken forward. The London Health Board provides political oversight for progress against the recommendations which is published in the Better Health for London report.

Health and Work Programme

Question No: 2016/3476

[Onkar Sahota](#)

What response will the Mayor issue to the decision by the Department of Work and Pensions not to devolve funding for the Work & Health programme to London's sub regions, and does he share my concern that this will undermine the principle of devolving powers and budgets to local authorities, who are better placed to understand the help-into-work related needs of their residents better than Whitehall?

[The Mayor](#)

My Officers are working closely with London Councils to encourage the Department of Work and Pensions to reconsider its decision, as its current position will lead to missed opportunities to integrate this employment support with other local services and to attract further investment to the Work and Health Programme.

Given the strength of London's jobs market, there are significant opportunities for improving outcomes for people with health conditions and disabilities in London and I am ambitious about the capital's ability to deliver the best service for its residents. My vision for improving health and employment outcomes for the Londoners is clear. More local ability to join up the system on the ground will enable us to make rapid progress. This is why we are working closely with the Work and Health Unit and NHS England to test improved services for people experiencing mental and physical ill health. And why I will continue to emphasise the need for closer joint working on employment and health with government and national bodies.

Mini Holland Initiatives

Question No: 2016/3477

[Navin Shah](#)

Do you support Mini Holland initiatives in Outer London?

[The Mayor](#)

I want to make London a by-word for cycling and walking and this includes supporting initiatives in outer London, such as the Mini-Hollands programme. This is currently transforming the environment for pedestrians and cyclists in the three outer London Boroughs of Enfield, Kingston and Waltham Forest.

I intend to continue to support walking and cycling improvements in outer London and begin a new round of town-centre improvement schemes, as set out in my manifesto, to ensure that active travel is a natural choice for all Londoners. I will publish further details in due course.

Family Size Units and the new London Plan

Question No: 2016/3478

[Navin Shah](#)

Does the Mayor see a case for introducing borough targets for family size (3 bedroom plus) units across all tenures within the next London Plan and related housing guidance?

[The Mayor](#)

I am currently considering how housing targets should be set out in the London Plan, including whether these should be monitored in both units and bedrooms to avoid incentivising over-provision of smaller units.

While the London Strategic Housing Need Assessment (SHMA) will provide an assessment of the need for larger family sized homes across London as a whole, it will not be able to provide that data at borough level. Given there can be quite significant local variation in need for and supply of family sized housing, it is more effective for boroughs to address this through their Local Plan policies, informed by the London-wide and sub-regional housing need assessments.

Room sizes and the Housing Design Guide

Question No: 2016/3479

[Navin Shah](#)

Will the Mayor seek to maintain the Housing Design Guide?

[The Mayor](#)

For planning purposes the Housing Design Guide as a document has been superseded by the 2016 London Plan and 2016 Housing SPG. I intend to seek to maintain these standards.

Harrow & Brent - Quietways Assessment

Question No: 2016/3480

[Navin Shah](#)

Your predecessor instructed TfL to undertake an initial assessment of the route within the London Boroughs of Harrow & Brent to identify a proposed alignment between Wembley Park and Harrow Weald (via Harrow Town Centre) early this year to see whether it meets the Quietways criteria. Can you give me update on this?

[The Mayor](#)

The plan is to deliver over 50km of Quietways across seven routes by spring 2017.

I have asked TfL to review future Quietways routes to ensure that we deliver the best cycling facilities for Londoners, and I understand that TfL is due to meet officers from LB Harrow and LB Brent in the coming weeks to discuss the Quietways proposals further.

SMEs following Brexit

Question No: 2016/3481

[Navin Shah](#)

I strongly support your campaign for OpenLondon. I would like to know what work will you be doing to encourage SMEs to stay in London in the context of Brexit?

[The Mayor](#)

My Deputy Mayor for Business has been meeting with a range of stakeholders from SMEs networks and organisations to identify how best we can support London's existing SMEs, enable start-ups and attract new companies to establish themselves in the capital. A range of areas where the SME agenda is already focusing are affordable workspace, exports, access to finance and enterprises based in Industrial Estates.

Like larger businesses, our membership of the Single Market is important to many of London's SMEs, both for trade and access to talent. I am pushing for a seat at the negotiating table and calling on the Government to secure an agreement for Single Market access which meets the needs of London's SMEs.

London Visa System

Question No: 2016/3482

[Navin Shah](#)

The chief executive of the London Chamber of Commerce, said: "It is crucial to the future of the London economy that the capital continues to have a flow of migrant workers to help our capital thrive. Without them, success cannot be guaranteed, without their work and efforts our city would slowly grind to a halt." He has asked you to set up a London visa system in partnership with his Business Advisory Council to allow skilled workers from the EU to remain in the capital. Do you support his plea? How can this be achieved?

[The Mayor](#)

Proposals for a London Visa, including the London Chamber of Commerce's, are a useful contribution to a wider debate, in the context of Brexit, about how London can remain open to the best talent from around the world. I want to see a visa system that is more responsive to the needs of London's economy.

Our markets and businesses are global - to stay competitive we need global talent. I will continue to work with London's business community and universities and lobby the government to ensure that we have a visa system works in London's interests, especially beyond Brexit, whilst also ensuring that the many thousands of EU citizens who live and work in London, contributing to our economy, are allowed to remain here.

MOPAC's Hate Crime Reporting App (1)

Question No: 2016/3483

[Navin Shah](#)

Your predecessor launched MOPAC's Hate Crime Reporting App on 16 October 2015. Can you tell me how many people have used this app to report crimes? Do you think it's been successful?

[The Mayor](#)

Any mechanism that increases the opportunities for victims and witnesses to report hate crimes to the police and/or to self-refer to support services is to be welcomed. Approximately three quarters of those who have downloaded the app have actively made use of it. There have been 126 crime reports to the police and 13 non-reporters [to police] have self-referred directly to support services through the app (to 22 August 2016).

As the pilot has developed there have been a number of upgrades in response to feedback from stakeholders, including increasing the number of specialised victim support services to which people can self-refer through the app. An assessment of the pilot to date will be completed in due course, which will provide a more detailed understanding of the value of the app and whether or not it should be continued or further developed.

MOPAC's Hate Crime Reporting App (2)

Question No: 2016/3484

[Navin Shah](#)

This app builds on the previous Mayor's existing work against hate crime, which includes the distribution of a resource packs to schools, community groups and voluntary services. MOPAC's hate crime dashboard also provides information to the public and increase transparency around the issue. Can you confirm how many schools, community groups and voluntary groups, the previous Mayor reached out to and also state what plans you have to continue this work?

[The Mayor](#)

We continue to reach out to community and voluntary groups regarding hate crime and a host of other policing and community safety issues. I recently wrote to every secondary school in London offering to work with them in combatting hate crime, and we will be using our social media channels to support and promote National Hate Crime Awareness Week in October and the community and voluntary activities taking place.

It is important that our work on hate crime is developed with communities and partners and this will form an important element of the consultation for my Police and Crime Plan. That work has already begun under the leadership of my Deputy Mayor for Policing and Crime, and will help to identify what is already working well and on which we can continue to build, and where we need to initiate new work.

I cannot comment on the previous Mayor's efforts to reach out to stakeholders, but as a sign of my commitment to working with communities, I have appointed a new Deputy Mayor for Social Integration, Social Mobility and Community Engagement, who will work across the GLA group to ensure we are effectively engaging with and bringing together all London's communities.

MOPAC's Hate Crime Reporting App (3)

Question No: 2016/3485

[Navin Shah](#)

MOPAC provided £100,000 funding for the development of the hate crime support app and its year-long pilot across London. Do you plan to continue this pilot? Also, can you state whether you think improvements need to be made and what they will be?

[The Mayor](#)

Please see my response to MQ 2016 / 3483.

London Hate Crime Panel (1)

Question No: 2016/3486

[Navin Shah](#)

Will you continue to hold a twice yearly London Hate Crime Panel to implement a Hate Crime Strategy?

[The Mayor](#)

It is important that our work on hate crime is delivered jointly with partners and communities and that the appropriate governance structures are in place to support my zero tolerance approach. As you know, my Police and Crime Plan for London is currently being developed and there will be an extensive consultation on the plan, offering Londoners the opportunity to express their views on how the challenge of hate crime will be met.

In the meantime, my Deputy Mayor for Policing and Crime will convene a meeting of the London Hate Crime Panel in the autumn to explore how MOPAC, along with statutory and community partners, can provide strategic leadership in the fight against hate crime going forward.

London Hate Crime Panel (2)

Question No: 2016/3487

[Navin Shah](#)

There are concerns about the rise in online hate abuse. What will you do to address this? Will you also meet with social media companies to consider ways to reduce online hate crime, especially following the EU referendum?

[The Mayor](#)

I share the concerns about the rise in online hate abuse and my plans to address this through an innovative Online Hate Crime Hub have been widely reported in the press. I will, of course, work with whatever organisations are necessary to deliver my zero tolerance approach to hate crime. Social media companies have already agreed to engage with and support elements of the hub, providing training to police officers and community and voluntary groups in using their online tools to identify, challenge and report online hate material.

Night Tube safety

Question No: 2016/3488

[Navin Shah](#)

What work has been done to prepare for the introduction of the night tube relating to the rise of hate crime - including demand on policing and the safeguards being put in place?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

Any form of hate crime and discrimination against Londoners will not be tolerated. Whether leisure users or night-workers, anyone using the Night Tube or any other TfL service should be free to do so without the fear of hate crime. As part of the #WeStandTogether campaign, Transport for London (TfL) staff and their police colleagues are also raising awareness of hate crime and what to do to combat it.

To ensure that customers can travel safely, TfL put in robust policing plans ahead of the launch of the Night Tube. This included working closely with local communities, the British Transport Police (BTP), the Metropolitan Police Service (MPS) and the City of London Police (CoLP).

More than 100 BTP officers have been out on visible patrol across the network during the night on Fridays and Saturdays. This provides a highly visible and reassuring presence, as well as a strong deterrent against all crimes, including hate crime. There is absolutely no room for complacency here, but to date there have been no reported incidents of hate crime on the Night Tube.

I am proud of the incredible diversity of our city and I will not tolerate hate crimes of any form, anywhere in London. We must stand together and anyone who sees or is targeted by abusive behaviour should report it to the police immediately.

MOPAC - Brexit

Question No: 2016/3489

[Navin Shah](#)

What work has MOPAC done to encourage the reporting of racist abuse on public transport following Brexit?

[The Mayor](#)

Please see my response to MQ 2016 / 3490.

Reporting racist abuse (public transport network) following Brexit (1)

Question No: 2016/3490

[Navin Shah](#)

What work has been undertaken to encourage the reporting of crime on public transport network, following Brexit?

[The Mayor](#)

Tackling all hate crime, including racist abuse, and providing reassurance to all users of London's public transport network is a priority for me. MOPAC, Transport for London (TfL), the Metropolitan Police Service (MPS), British Transport Police (BTP) and City of London Police (CoLP) are working together to deliver a programme of actions that will provide an enhanced and coordinated approach to tackling hate crime.

In July, I launched the #WeStandTogether campaign and Operation Safer Travel for all (STfA). A key element of this initiative is the targeted communications and engagement activity to reassure the travelling public that the network is safe, that TfL and the police take this issue extremely seriously and, importantly, to improve confidence in reporting issues so action can be taken.

Reporting racist abuse (night tube) following Brexit (2)

Question No: 2016/3491

[Navin Shah](#)

What work has been done to prepare for the introduction of the night tube relating to the rise of racist abuse, following Brexit- including demand on policing and the safeguards being put in place?

[The Mayor](#)

For the first time in London's history, we now have 24-hour weekend Tube travel, helping to cut night-time journeys by an average of 20 minutes. We have also been working to ensure that passengers can travel with the same confidence in their safety that they're used to during the day. As part of this, I have provided an extra £3.4 million of funding so that we can have an additional 100 police officers on patrol at stations throughout the network.

The Metropolitan Police Service (MPS) has worked closely with the British Transport Police (BTP) who are responsible for Policing the night tube, tackling hate crime and incidents taking place on trains and stations. Alongside Transport for London, BTP and City of London Police, the MPS is delivering the 'We Stand Together' Campaign, launched on 20 July 2016 aimed at tackling hate crime on London's transport network.

As you would expect, the MPS Hate Crime Plan includes tackling hate crime in the night time economy and they will respond quickly to hate crime incidents taking place within that context and on buses, and also support BTP to tackle offending and incidents on the underground network.

BAME Workforce

Question No: 2016/3492

[Navin Shah](#)

The workforce composition for BAME ethnicity has increased only slightly to 25%. What further work is being done to recruit more BAME staff to the GLA to reflect London's diversity?

[The Mayor](#)

I note that you have asked a number of questions regarding GLA workforce composition and diversity initiatives. This is the responsibility of the Head of Paid Service and I have asked him to provide a more detailed written response to your specific questions.

However I know you received a recent report from GLA officers on this at the Assembly's Oversight Committee and were briefed on work around introducing name-blind applications, shortlisting audits, training recruiting managers on unconscious bias. I understand you will receive a further report from the Head of Paid Service on the work proposed later this year.

As you know I am personally committed to ensuring London's diversity is represented at every level of the GLA group workforce. To this end we are developing a new Equality Framework for the GLA group in which there will be a particular focus on workforce issues. I will be tasking the GLA group to take action on any areas of under-representation, so that together we lead the way as exemplar inclusive employers. My new Deputy Mayor responsible for social integration will be supporting this agenda. I welcome any specific suggestions you may yourself have to make improvements

As Mayor, I believe I have a particularly important leadership role in challenging the under-representation of women and ethnic minorities in senior roles. You will note the diversity profile of my recent appointments to TfL Board, and to my own Mayoral team. I have recently published gender pay gap data for the GLA and have instructed the Functional Bodies to publish their data by October 2016. I will continue to challenge all the Functional Bodies to improve their progress in this area and ensure our city is a place of opportunity for all regardless of gender, ethnicity, faith, sexual orientation, age or disability.

BAME staff (1)

Question No: 2016/3493

[Navin Shah](#)

How many BAME staff is at grade 10 and above? Furthermore, can you give a breakdown of different ethnic groups within this grade?

[The Mayor](#)

Please see my response to MQ 2016 / 3492.

BAME staff (2)

Question No: 2016/3494

[Navin Shah](#)

Is there an active scheme to improve BAME diversity at senior level within the GLA and if so, how many BAME staff have taken up senior positions following this scheme? Furthermore, can you give a breakdown of different ethnic groups at senior level?

[The Mayor](#)

Please see my response to MQ 2016 / 3492.

Equalities Taskforce (1)

Question No: 2016/3495

[Navin Shah](#)

This initiative was proposed to help GLA staff currently in roles at grades 7 - 10 with their career development. How many staff at the GLA have benefited from this?

[The Mayor](#)

Please see my response to MQ 2016 / 3492.

Equalities Taskforce (2)

Equalities Taskforce (2)

Question No: 2016/3496

[Navin Shah](#)

Can you give a breakdown of the different ethnic groups represented on the Taskforce?

[The Mayor](#)

Please see my response to MQ 2016 / 3492.

Mini Holland in Harrow

Question No: 2016/3497

[Navin Shah](#)

There is cross -party support for a Mini Holland project in Harrow (as agreed at the recent 'Traffic and Road Safety Advisory Panel' of Harrow). This aspiration is fully supported by 'Harrow Cyclists' group. A substantial investment with high quality segregated routes along main roads is required to counteract decades of car-centric planning. Given the Mayor's pledge for a Mini-Holland in every borough that wants one, can the Mayor/TfL confirm guarantee of funding to enable Harrow to get started.

[The Mayor](#)

Please see my response to MQ 2016 / 3477.

Report - Pollution and Deprived Schools (1)

Question No: 2016/3498

[Navin Shah](#)

An unpublished air quality report of 2013, covered up by former Mayor, showed a link between air pollution and deprived schools across London. It was reported in May that the new Mayor will publish the report officially. Has this been done and what is the Mayor's strategy to deal with the impact the air quality has on deprived communities especially children?

[The Mayor](#)

Yes I have published the report and also had the data it contained updated with the latest available information from the London Atmospheric Emissions Inventory. This underlines my determination to raise awareness about air pollution and the impacts it has, particularly on young Londoners and health inequalities.

The policies I have announced including the T-charge from 2017, an earlier central ULEZ in 2019, an expanded ULEZ and a cleaner bus fleet will all benefit young Londoners and deprived communities. I will be setting out further plans and proposals in my London Environment Strategy in due course, which will explicitly consider how best to improve air quality at schools and for young Londoners.

Report - Pollution and Deprived Schools - Harrow (2)

Question No: 2016/3499

[Navin Shah](#)

The report, referred to in the above report suggests there were 5 primary schools located in the Southern location of Harrow Borough. Can you please name the schools and the current state of air quality in those areas and what has been done to remedy the situation for school children?

[The Mayor](#)

No primary schools in Harrow are located in areas exceeding the legal 40ug/m³ annual limit for nitrogen dioxide (NO₂). The policies I have announced including the T-charge from 2017, an earlier central ULEZ in 2019, an expanded ULEZ and a cleaner bus fleet will benefit school children across London including in Harrow. I will be setting out further plans and proposals in my London Environment Strategy in due course, which will explicitly consider how best to improve air quality at schools and for young Londoners.

Report - Pollution and Deprived Schools - Brent (3)

Question No: 2016/3500

[Navin Shah](#)

Can you please name, in the Borough of Brent, the schools and the current state of air quality in those areas and what has been done to remedy the situation for school children?

[The Mayor](#)

Brent has nine primary schools and one secondary school located in areas exceeding the legal 40 ug/m3 annual limit for nitrogen dioxide (NO2).

The primary schools are: Furness Primary School, John Keble CofE Primary School, Carlton Vale Infant School, Kilburn Grange School, Ark Franklin Primary Academy, Harlesden Primary School, The Kilburn Park School Foundation, St Mary Magdalen Catholic Junior School and Convent of Jesus and Mary RC Infant School.

The secondary school is: Convent of Jesus and Mary Language College

The policies I have announced including the T-charge from 2017, an earlier central ULEZ in 2019, an expanded ULEZ and a cleaner bus fleet will benefit school children across London including in Brent. I will be setting out further plans and proposals in my London Environment Strategy in due course, which will explicitly consider how best to improve air quality at schools and for young Londoners.

Funding for Sports

Question No: 2016/3501

[Navin Shah](#)

What importance does the Mayor attach to engaging Londoners in sport and physical activity and is funding going to be maintained at previous levels?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Stamp Duty

Question No: 2016/3502

[Fiona Twycross](#)

A constituent has asked will you lobby the Government to waive stamp duty for pensioners downsizing to leasehold retirement accommodation this may encourage more older homeowners to buy smaller retirement properties and thereby release larger family accommodation on to the housing market?

[The Mayor](#)

This is an interesting idea which I will consider in the context of seeking full devolution of Stamp Duty to London.

Higher Education in London

Question No: 2016/3503

[Fiona Twycross](#)

Brexit poses a number of concerns for the HE sector in London, notably the potential impact and loss of students from the EU, access to shared knowledge and lecturers from the EU and research funding of which the UK did disproportionately well. How will you ensure that London's universities remain good quality institutions with sufficient funding?

[The Mayor](#)

I have already started working closely with London's higher education institutions to mitigate the risks of the vote to leave the EU. My three priorities for government in the shorter term in this area are to: secure the long term status of EU nationals in the UK; clarify its funding policy for EU students starting in 2017/18; guarantee the UK's future contribution to EU research programmes. This is important for London HEIs: around 17% of university staff and 12.3% of postgraduate students are EU nationals; our HEIs are some of the most successful in attracting EU research funding. Our message is clear: London is Open.

Skills funding devolution

Question No: 2016/3504

[Fiona Twycross](#)

Can you update me on the negotiations on the devolution of skills funding that was to be finalised by the end of July 2016? How has Brexit impacted on these negotiations?

[The Mayor](#)

Negotiations with government about skills devolution are still ongoing, but given the prospect of Brexit, we are now discussing a much wider devolution package. Following the EU Referendum result, it's clear to me that we need more autonomy to protect London's economy from the uncertainty ahead, and to enable this great city to continue to thrive. So, working closely with London Councils, I am speaking to the Treasury about fiscal and broader policy devolution, including over skills, with a view to securing a devolution deal in the Autumn Statement.

Degree apprenticeships

Question No: 2016/3505

[Fiona Twycross](#)

How will you work with London's universities to encourage the growth of degree level apprenticeships?

[The Mayor](#)

In September my Officers will be co-hosting a roundtable with GuildHE and the Department of Education. The meeting will bring employers, universities and policy makers together to discuss the opportunities and barriers in the development of degree level apprenticeships to meet future labour market needs. Other themes may also include the role SMEs can play in developing apprenticeship standards and the way in which businesses currently employ university graduates.

Homeless students

Question No: 2016/3506

[Fiona Twycross](#)

A recent survey carried out by the London Metropolitan University found that homelessness is a hidden problem among students, with some students sleeping on floors, staying with friends and relatives or in council temporary accommodation. Will you look into the issue of the cost of student housing in the capital and how we can ensure young people can afford to live and study in the capital?

[The Mayor](#)

I am addressing the high cost of some student accommodation by requiring that, where new developments of purpose-built student accommodation do not have a nominations agreement with a university, they provide an element of affordable student accommodation. Rent levels for this accommodation are based on an assessment of average student income. I will be reviewing this policy as part of the full review of the London Plan.

Apprenticeship uptake

Question No: 2016/3507

[Fiona Twycross](#)

A recent survey carried out by Interserve found that in London, only 2 per cent of young people were considering an apprenticeship as a future career step, compared with 8 per cent in the North of England or Scotland. What action can you take to ensure young people are aware of good quality apprenticeships in the capital?

[The Mayor](#)

My officers are in the process of establishing the extent of the government's plans for national apprenticeship awareness campaigns. Where possible, my officers will seek to work closely with national government through the Skills Funding Agency to develop and implement complementary awareness creation activity to ensure that young Londoners are aware of the range and quality of apprenticeships available to them in the capital.

Furthermore, I support the recommendation of the London Ambitions report which states, "Every young Londoner should have access to impartial, independent and personalised careers education, information, advice and face-to-face guidance (including apprenticeships) in their local community.

Apprentices with disabilities

Question No: 2016/3508

[Fiona Twycross](#)

Leonard Cheshire Disability has found that across the UK, the proportion of apprentices with disabilities have declined from 11.5 per cent to 8.8 per cent. How can you ensure that apprenticeships are accessible to all in London?

[The Mayor](#)

I believe that apprenticeships should be open to all. This is why am very concerned about the levy funding proposals recently published by government. I believe that a number of the proposals; notably the removal of the area cost adjustment and the removal disadvantage uplift which London has previously benefited from will limit the opportunities available to those who need additional support to access and sustain apprenticeships as employers may be reluctant to incur additional costs.

Within my response to the funding proposals, I have made the case for the area cost adjustment and disadvantage uplift to be maintained for London. I have also requested that government consider extending their proposed additional payments to cover the groups referenced within the Paul Maynard taskforce recommendations on improving accessibility of apprenticeships for people with learning disabilities.

My response to the apprenticeship levy funding proposals will be published on the GLA website.

MPS higher level apprenticeships

Question No: 2016/3509

[Fiona Twycross](#)

The MPS in a letter to the College of Policing have asked for permission to offer higher apprenticeships to those interested in joining the force. What will the higher level apprenticeships at the MPS involve and will these be paid at least the London Living Wage?

[The Mayor](#)

The Met is currently looking at the design of Police Higher Level Apprenticeships in collaboration with the College of Policing and other police forces. This will be developed with a view to introducing the scheme towards the end of 2017.

The salary of police officer apprentices is still being determined but they will be paid at least the London Living Wage.

Europe (1)

Question No: 2016/3510

[Fiona Twycross](#)

How will you fight to ensure London retains access to the single market?

[The Mayor](#)

London needs the UK to get the best deal from the EU to secure the future prosperity of our city. That is why I pushed for a seat at the negotiating table - the government has agreed. My message to the world is that London is open - to trade, ideas, investment and people. I am calling on the Government to secure a deal for access to the single market which helps London to remain a world leading centre of commerce. I am working with London business and our universities to ensure the city's economic strengths are protected.

Europe (2)

Question No: 2016/3511

[Fiona Twycross](#)

How many jobs in London are dependent on the single market?

[The Mayor](#)

The GLA has not undertaken any analysis on how many jobs in London are dependent on the single market. However, prior to the referendum a number of outside organisations undertook an attempt to quantify the number of EU-associated (but not necessarily dependent) jobs. One such, which was quoted in a motion by the London Assembly, was undertaken by the Centre for Business and Economic Research in 2014 and estimated that there was just under 542,000 EU-associated jobs in London in 2011.

Europe (3)

Question No: 2016/3512

[Fiona Twycross](#)

How much investment is dependent on the single market?

[The Mayor](#)

In terms of international rankings of FDI London attracts more foreign investment than any other European city and is ranked highly in terms of being an attractive place to invest. Some of this attractiveness is down to London's position as a gateway to Europe; however other factors such as our highly skilled workforce, clustering of global and local businesses across many sectors, our diversity and culture are also important in attracting investment. Given the array of factors that influence FDI decisions it is thus currently not possible to assess accurately how much of London's investment is directly dependent on the single market.

Europe (4)

Question No: 2016/3513

[Fiona Twycross](#)

What would be the economic impact if Londoners from the EU were forced to return home and what message would it send to the rest of the world about London's tolerance and openness?

[The Mayor](#)

The government needs to guarantee their long term status as a matter of urgency. Almost 1 in 10 Londoners were born in another EU country. I want them to know they are welcome here. Any attempt to force people to leave would be deplorable and economically damaging. It would also damage our international reputation significantly.

EU nationals make up around 12% of people in employment. In sectors like hospitality and construction this is higher.

It is not all about numbers - EU academics, for example, at London universities are often leading experts in their field, attracting funding and talent. The same is true for financial services and tech.

Europe (5)

Question No: 2016/3514

[Fiona Twycross](#)

What are the biggest risks to London's economy as a result of the Brexit vote and what steps will you take to reassure investors, businesses and workers?

[The Mayor](#)

There are a number of potential risks to London's economy from the vote to leave the EU, and I will be working hard to mitigate such risks, not least by securing a seat at the table for our negotiations with the EU once Article 50 is triggered.

Main risks include issues around our access to the single market, financial passporting rights, the potential loss of funding for various sectors, the impact on the attractiveness of London to business as a place to invest and trade, and the attractiveness to existing workers and potential migrants as a place to live and work. I will continue to meet with UK companies and foreign investors to emphasise that it's business as usual, and that London is open to all who want to visit, live, work and trade here, and that even outside of the EU we will remain a world leading centre of commerce and innovation.

Europe (6)

Question No: 2016/3515

[Fiona Twycross](#)

What assurances have you been given that London will definitely have a seat at the table when the Brexit negotiations begin?

[The Mayor](#)

Please see my response to MQ 2016 / 3417.

Europe (7)

Question No: 2016/3516

[Fiona Twycross](#)

What reassurances can you provide to Londoners that regulations on maternity and paternity leave will be upheld outside of the EU? Will you lobby the new Government to ensure this remains the case?

[The Mayor](#)

A recent Equalities and Human Rights Commission report estimated that 77% of pregnant women and new mothers experience discrimination or negative treatment during pregnancy, maternity or on their return from maternity leave. It further highlighted that 11% of mothers lose their jobs as a result of pregnancy discrimination each year. It is therefore essential that parental rights around leave and returning to work remain intact.

Existing maternity and paternity employment rights are enshrined in a mixture of both UK and EU legislation. In the unlikely event of a roll-back of family friendly legislation I would strongly advocate to retain the employment rights that support both working families and the economy in London.

Europe (8)

Question No: 2016/3517

[Fiona Twycross](#)

With the potential loss of the Racial Equality Directive and the Employment Equality Directive, what impact will Brexit have on tackling inequality in London?

[The Mayor](#)

Our domestic anti-discrimination legislation goes beyond the requirements of both these Directives. There has been no suggestion that Brexit will lead to any changes to this. Of course I would oppose any such moves should they arise, and I will be doing all I can to tackle London's inequalities.

Europe (9)

Question No: 2016/3518

[Fiona Twycross](#)

What steps will you take to protect Londoners' consumer rights following the Brexit vote?

[The Mayor](#)

There are a number of important measures which protect consumers and citizens have been agreed at EU level, including on online purchases, passenger rights and caps on roaming charges in other EU Member States. The vote to leave the EU has highlighted the importance of devolved powers to London government and the value to consumers.

In transport, for example, TfL offers a far better consumer service - automated refunds, for instance, give passengers their money back more quickly and efficiently - and further devolution to London would extend these benefit to other consumers.

Brexit and Food Poverty

Question No: 2016/3519

[Fiona Twycross](#)

Given the potential for food price rises if we leave the EU, without access to the single market, what steps will you take to ensure this does not lead to a rise in food poverty in London?

[The Mayor](#)

I am committed to making London a fairer and more equal city, and food is an important part of achieving this. The government has guaranteed current EU agricultural funding to 2020 but the fall in sterling is likely to see higher food costs. To mitigate this impact, I am urging more employers to pay the London Living Wage, and acting to keep TfL transport fares low. Through the London Food Programme, I am also promoting jobs in the food sector and making it easier for Londoners to access healthier food.

Manufacturing

Question No: 2016/3520

[Fiona Twycross](#)

What steps are you taking to support manufacturing in London?

[The Mayor](#)

My officers have recently commissioned a research to identify the type of enterprises based in Industrial Estates across London. The research is looking at employment rates, type of companies, successes and challenges. The report, which will be finalised beginning of 2017 will provide recommendations on how best we can work with Industrial areas and support the companies based there, including manufacturing, logistics and services.

Business Rates

Question No: 2016/3521

Fiona Twycross

In the light of the implications of Brexit for London's businesses, will you be lobbying Government to postpone the business rates re-evaluation?

The Mayor

Officers are drafting a response which will be sent shortly.

ESF funding

Question No: 2016/3522

Fiona Twycross

What impact will leaving the EU have on the current European Structural and Investment Funds (ESIF) which include the European Social Fund and European Regional Development Fund (ERDF) allocations 2014-2020?

The Mayor

The Government has confirmed that this funding - which is managed by the GLA in London - is still available, albeit subject to potential future constraints:

<https://www.gov.uk/government/news/chancellor-philip-hammond-guarantees-eu-funding-beyond-date-uk-leaves-the-eu>

We expect suitably devolved domestic funding programmes to replace ESIF going forward.

London Overground and the night-time economy

Question No: 2016/3523

Fiona Twycross

What impact will the increased number of evening trains on London Overground have on London's night-time economy?

The Mayor

Officers are drafting a response which will be sent shortly.

Co-operatives Fortnight

Question No: 2016/3524

[Fiona Twycross](#)

Given the extensive contribution co-ops and mutuals make to London's economy, will you commit to support and celebrate Co-op Fortnight 2017 in City Hall?

[The Mayor](#)

I am supportive of Co-op Fortnight.

Energy Efficiency Costs for Businesses

Question No: 2016/3525

[Fiona Twycross](#)

How much does poor energy efficiency cost London businesses and what steps will you take to support measures to increase energy efficiency?

[The Mayor](#)

Data for all London businesses is not currently available. However data collected as part of the 2015 Business Energy Challenge showed that the businesses involved had saved around £35 million by reducing their energy usage. This sample came from over 100 of London's leading businesses and covered 1,600 London buildings (including shops, restaurants, banks and office premises) and compared 2014/15 energy use with a baseline year (generally 2010/11).

The potential savings are therefore substantial for London's businesses. I will be investigating the best steps to take to support both small and large businesses in London with business representatives and my new Deputy Mayor for Environment and Energy.

Children's Lives in London

Question No: 2016/3526

[Fiona Twycross](#)

Have you read the report from the Children's Society 'Children's Lives in London' which makes specific recommendations to you to help vulnerable children and young people in London, and when will you be responding to these?

[The Mayor](#)

I agree that it's important to support vulnerable children and young people. The Children's Society report 'Children's Lives in London' makes recommendations across various complex policy areas and will require solutions involving many partners.

To begin to address these issues my Statutory Deputy Mayor met with the Association of London Directors of Children Services earlier this month to discuss future priorities. We will continue these conversations with Local Authorities, and the excellent charities and other organisations working in these areas, to ascertain how we can best support vulnerable children and young people in London.

Autism

Question No: 2016/3527

[Fiona Twycross](#)

Autism is a lifelong developmental condition that affects at least 1 in every 100 people in the UK. The economic impact per annum of cancer is £14bn and the research spend per affected person per annum is £250. For dementia the figures are £28bn and £100. Adult autism has an economic impact of £29bn per year but the research spend per affected person is just £1. What will you do to ensure the GLA family offer support to people with autism?

[The Mayor](#)

My Diversity and Social Policy team are working with Disabled People's Organisations including Transport for All, Inclusion London and the Alliance for Inclusive Education to make London an inclusive city for everyone including people with autism.

I launched the world's first Global Disability Innovation Hub located in the Queen Elizabeth Olympic Park at the National Paralympic Day and Liberty Festival on September 3rd 2016.

Debt (1)

Question No: 2016/3528

[Fiona Twycross](#)

StepChange's report 'London in the red' found that approximately half a million Londoners are struggling to pay credit commitments and essential bills, and calls on you to lead on a debt strategy. What are your plans to tackle debt in London, and will this include a debt strategy?

[The Mayor](#)

I congratulate StepChange on their excellent report on levels of problem debt in London.

Crucially the report makes clear that debt can affect people in different ways and that it is a problem that anyone can face, no matter where they live or how much they own.

I committed in my manifesto to promote financial inclusion to extend affordable, accessible financial service to everyone and to ensure that all young Londoners leave education with numeracy skills and an understanding of finance.

This will be taken forward by my Economic Fairness Team which will consider issues around financial inclusion and how problem debt in London can be tackled.

Debt (2)

Question No: 2016/3529

[Fiona Twycross](#)

Would you consider using TfL advertising space to encourage uptake of debt advice services and promote affordable credit options?

[The Mayor](#)

My Economic Fairness Team will be considering issues around financial inclusion and how problem debt in London can be tackled.

Work Programme Devolution

Question No: 2016/3530

[Fiona Twycross](#)

How would you use devolution of the work programme to better meet the needs of Londoners?

[The Mayor](#)

It is disappointing that discussions with the Department of Work and Pensions (DWP) in regard to the devolution of the work and health programme have stalled.

Devolution of the programme would enable specific vulnerable groups identified at a local level to be targeted more efficiently and allow greater integration of employment support with other local services.

Devolution may also potentially enable London to attract further investment to increase the scale of the programme.

London government will continue work with central government to find a solution to the current impasse.

Visa Rules Post Brexit

Question No: 2016/3531

[Fiona Twycross](#)

How will you ensure that any post Brexit visa rules do not negatively affect London's ability to attract the brightest and best from across the world?

[The Mayor](#)

Access to talent is one of London's great strengths. Our universities attract students and staff from across the world and business regularly cites our access to a global pool of talent as a key reason for locating in the capital. I want to see a visa system that is more responsive to the needs of London's economy. A restrictive net migration target and annual cap on Tier 2 visas damages our global reputation and the competitiveness of our great exports, including our universities. I will continue to work with London's business community and universities and lobby the government to ensure that the visa system works in London's interests.

Tech City

Question No: 2016/3532

[Fiona Twycross](#)

How will you ensure that London maintains its status as Europe's tech hub after the Brexit vote?

[The Mayor](#)

London is a leading world city for the new economy in sectors such as tech, digital, the creative industries, and life sciences. The tech sector can play an important role in keeping London the best place to do business in the world.

My position is that Britain must secure a deal for Single Market access, including the digital single market, which enables us to remain a world leading business hub, as we understand the need for tech companies to work to a single digital rulebook across Europe.

We are focused on getting a seat at the table of negotiations to get the best possible deal for London and we will convene when we know the Government's - and the EU's - initial position better.

Equivalence for the City of London

Question No: 2016/3533

[Fiona Twycross](#)

There has been much discussion in the press regarding whether "equivalence" status could be given to the City of London to allow financial firms to continue to gain access to the single market. How could such a concept be made to work for London?

[The Mayor](#)

Certain financial directives, such as Mifid 2, have raised the prospect of equivalence between European and other jurisdictions as an option for financial services after Brexit: further assessment by the financial services sector is required to understand to what extent such equivalency arrangements can be used and how effective they will be in permitting UK based firms to operate within the EU and globally.

Devolution

Question No: 2016/3534

[Fiona Twycross](#)

Once the recently reconvened London Finance Commission reports, how will you seek to persuade Government to devolve more power to London?

[The Mayor](#)

The London Finance Commission (LFC) report will offer a series of recommendations which will be used to lobby Government.

This is an independent Commission, chaired by Professor Tony Travers, with a board that is comprised of cross party membership with expert Commissioners from London government, business and communities.

The recommendations from the LFC are not binding, but the Commission conveys significant gravitas that Government will need to listen to its recommendations, not least because of the vital contribution London makes to a successful and inclusive UK economy.

Bank Charges for Small Businesses

Question No: 2016/3535

[Fiona Twycross](#)

Do you share my concern at recent press reports that RBS and Natwest are considering charging business customers to deposit money and what steps will you take to support small firms in London?

[The Mayor](#)

Yes, I agree this could be a worrying trend. My Deputy Mayor for Business, in light of Brexit, is already looking how we can support London SMEs.

Life Sciences

Question No: 2016/3536

[Fiona Twycross](#)

What steps are you taking to support the life sciences sector in London?

[The Mayor](#)

My officials are in constant dialogue with Life Sciences organisations such as ABPI, BIA, MedCity to better understand this sector, and its requirements for example, in talent, funding and R&D.

I recently visited the Crick Institute in July 2016, to better understand the cutting edge research undertaken here, and to emphasise that post referendum, London is open for business; talent and entrepreneurship in Life Sciences.

A Life Sciences Roundtable is now being held at the GLA on 23rd September 2016 to see how this sector can be further supported so that it grows stronger and remains as competitive as ever in London.

Inequality

Question No: 2016/3537

[Fiona Twycross](#)

What steps are you taking to tackle inequality in London?

[The Mayor](#)

I am committed to making London a fairer and more equal city. I will be publishing a new equality framework early next year which will set out:

- my vision for equality in London;

- a clear account of the current equality challenges and priorities in London;

- goals for improving equality in London, measures for identifying progress, and the role of the GLA in achieving them;

- specific objectives for the GLA group's contribution to improving equality in London, measures for tracking progress against them, as well as what I and the GLA group will do to achieve the objectives; and

- GLA group arrangements for implementation and monitoring performance.

Barriers to Apprenticeships

Question No: 2016/3538

[Fiona Twycross](#)

A recent report by Teach First has highlighted that pupils eligible for free school meals are less likely to undertake an apprenticeship in every region of the UK, including London. What action can you take to reduce the barriers, particularly looking at equal access to apprenticeships and the financial barriers to obtaining good quality apprenticeships for young people from low income families?

[The Mayor](#)

I share your concerns; this is why I have lobbied government about their recently published apprenticeship levy funding proposals which include the abolition of the disadvantage uplift which London has previously benefited from. I consider that this will make it harder for young people from deprived areas to access good quality apprenticeship opportunities.

Once the governments consultation is complete, my Skills for Londoners taskforce will explore ways of working within the reformed funding landscape to ensure that all young Londoners regardless of their background, are supported to access apprenticeship opportunities.

My response to the apprenticeship levy funding proposals will be published on the GLA website.

Apprenticeship Levy

Question No: 2016/3539

[Fiona Twycross](#)

What impact will the Apprenticeship Levy have in London?

[The Mayor](#)

The Government have yet to publish a full apprenticeship levy impact assessment however GLA Economics estimate that between 6500 - 9000 London based employers will be in scope to pay the levy.

I believe that the levy has the potential to significantly increase the number of apprenticeship opportunities in the capital, however, it will present a number of challenges for London. Notably, it remains to be seen whether the levy will deliver the high level skills required by London's economy.

I am also concerned about the government's recently published apprenticeship levy funding proposals which as they currently stand, will result in the removal of the Area Cost Adjustment (An additional payment that recognises the higher cost of training in London) and a disadvantage uplift which recognises that people from deprived areas often need additional support in order to access and sustain apprenticeship opportunities.

Once the government's consultation is complete, my Skills for Londoners task force will explore ways of working within the reformed funding landscape to maximise London's levy contribution.

Gender pay gap

Question No: 2016/3540

[Fiona Twycross](#)

Level of education, age, number of hours worked per week and whether you have children are still strong determining factors over the difference in pay between men and women. How will you promote the steps you are undertaking in City Hall to close the gender pay gap and break the glass ceiling to businesses in London?

[The Mayor](#)

This is indeed a very important issue. I am currently putting together my Economic Fairness Team, which will consult with experts and stakeholders who also want to tackle these issues. The team will help me define objectives for employers and businesses in London - and I will then campaign to businesses through my business compact.

Apprenticeship funding proposals

Question No: 2016/3541

[Fiona Twycross](#)

Concerns have been raised by a number of organisations and colleges that the apprenticeship funding proposals will hit young people from deprived and BAME backgrounds due to the removal of the area uplift formula. Research by FE Weeks shows that in level 2 in construction framework which has the second most 16 to 18-year-old starts so far this year, face between 27 per cent (-£2,574) and 50% rate cut (-£7,027). Yet an adult aged 24 or over at a large employer would be funded 124 per cent (+£3,322) more than their current levels. Do you agree that this undermines the Government's social mobility agenda and will you lobby the Department for Education to get a fair funding deal for all young Londoners undertaking apprenticeships?

[The Mayor](#)

I share your concerns and I have responded to the government's consultation on their apprenticeship funding proposals, robustly making the case that it is vital that the Area Cost Adjustment and disadvantage uplift are maintained in London in order to create a fairer and more equal city.

My response to the apprenticeship levy funding proposals will be published on the GLA website.

Social mobility

Question No: 2016/3542

[Fiona Twycross](#)

Department for Education data shows that in 2013-14 when the £9,000 tuition fees were in place, just 22 per cent of 19-year-olds who were receiving free school meals (FSM) aged 15 were in higher education. What action can be taken to ensure that young Londoners receiving free school meals are able to progress to university if they wish to?

[The Mayor](#)

To enter university young Londoners need both academic qualifications as well as aspiration for their own future. I will continue to support London schools to raise academic standards for all pupils especially those who have been on FSM and help schools to improve their careers advice with the London Ambitions programme developed with London Councils.

Southern Trains

Question No: 2016/3543

[Fiona Twycross](#)

I welcome your call to the Department for Transport for TfL to take over the running of Southern Trains. Given the continued poor service, and multiple cancellations and delays and overcrowding faced by passengers since the revised timetabling commenced, what progress has been made on this?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/10/2016

Thank you for your support. I have made it clear to Government that my team at TfL can offer the expertise, management capability and resources to stabilise the current situation with Southern as a temporary measure, while a long term recovery plan is put into place.

I offered to send in my top TfL team to make sure that the line is run far better. So I'm disappointed that the Government has declined this offer and that a further £20m of taxpayers' money is being spent.

In the longer term, I been urging the Government to press ahead with plans to devolve more powers over rail services, including Southern, in order to improve the service for passengers, and tackle repeated delays, cancelations and overcrowding at stations such as Victoria, Waterloo and London Bridge. I will be setting out the business case to the Government for further rail devolution over the next few weeks.

Voluntary, Community and Social Enterprise Sector (1)

Question No: 2016/3544

Fiona Twycross

Has GLA Economics calculated the total economic value of London's Voluntary, Community and Social Enterprise Sector (VCSE)?

The Mayor

No, GLA Economics has not calculated the total economic value of London's Voluntary, Community and Social Enterprise (VCSE) sector.

Previous work by GLA Economics has however analysed the value of social enterprises in 2007. More recently in 2013, GLA Economics estimated the economic value of unpaid care and volunteering provided by older Londoners'.

These publications are available at: <https://www.london.gov.uk/what-we-do/business-and-economy/business-and-economy-publications/social-enterprises-london>; and <https://www.london.gov.uk/what-we-do/business-and-economy/business-and-economy-publications/economic-contribution-older>.

Voluntary, Community and Social Enterprise Sector (2)

Question No: 2016/3545

Fiona Twycross

How, specifically, do you intend to harness the Voluntary, Community and Social Enterprise Sector for the benefit of all Londoners?

The Mayor

The GLA was a member of the cross-sectoral Reference Group which carried out a review of the future of civil society support in London earlier this year. The review '[The Way Ahead: Civil Society at the Heart of London](#)' was published in April 2016 and identified a number of key challenges facing the sector. It also includes recommendations about ways that the GLA could support the VCSE sector and civil society in London more broadly.

I recognise the importance of the sector to London and Londoners, and am clear that we need to work in partnership. The GLA will be hosting a workshop with key civil society stakeholders in the very near future to explore the role that the GLA can play. This will inform our response to the review, which will consider more detailed options around change and implementation..

National Ugly Mugs Scheme funding

Question No: 2016/3546

[Andrew Boff](#)

Will you commit to continue MOPAC financial contribution to National Ugly Mugs which helps thousands of sex workers in London avoid dangerous individuals who target them and, in partnership with the police, has led to the arrest and conviction of a number of serial rapists in London

[The Mayor](#)

Please see my response to MQ 2016/3298. My Office for Policing And Crime funded National Ugly Mugs this year and last year.

The Police and Crime Plan, which will be published by 31 March 2017, will outline how I will deliver on my manifesto commitment to make London a safer city for all. Future funding decisions will be informed by policing and community safety priorities in this plan.