

## Appendix 5

**Written Answers to Questions Not Answered at Mayor's Question Time  
on 22 February 2018****Derailment of a passenger train near Wimbledon, 6th November 2017****Question No: 2018/0312**[Caroline Pidgeon](#)

The Rail Accident Investigation Branch report, published on the 7th February 2018, into the derailment of a passenger train near Wimbledon on the 6th November 2017, highlighted the importance of the precise boundaries of maintenance responsibility between neighbouring infrastructure owners being correctly documented and understood by staff and managers. Please set out in detail how TfL are (a) planning to implement this and other recommendations from the RAIB report, and (b) what investigations TfL are undertaking to ensure there are no other incidents anywhere in London of gaps in the responsibility of maintenance of rail infrastructure.

[The Mayor](#)

Following the derailment at Wimbledon, a review of the 19 London Underground (LU) Network Rail (NR) boundaries was undertaken to ensure that they were understood, agreed and documented to the satisfaction of both parties.

The final step was a joint visit at each of the sites by the local LU and NR track teams where a marker was added to the final LU track sleeper, clearly identifying the agreed boundary.

This was completed in January 2018 and delivers against the important safety messages of the RAIB Report.

**MPS gym equipment contract (1)****Question No: 2018/0313**[Caroline Pidgeon](#)

On the 15th December 2017 the Deputy Mayor for Policing and Crime signed a decision that recommended a four year single supplier framework agreement for inspection, maintenance and occasional supply of gym equipment to support the MPS' operation of 66 gym facilities across its estate. What research, if any, was undertaken before this decision as to other potential cheaper options available, such as providing free gym membership to police officers in the extensive network of gyms that already exist across London?

[The Mayor](#)

For operational and security reasons there is a requirement to maintain a number of gyms within MPS premises and this Framework is for the supply and maintenance of equipment in such facilities. The provision of free gym access to all police officers would not replace the requirement to have on-site gym facilities and it would not offer operational benefit or cost savings, and thus this option was not evaluated.

## **MPS gym equipment contract (2)**

**Question No: 2018/0314**

[Caroline Pidgeon](#)

The MOPAC decision signed by the Deputy Mayor for Policing and Crime on the 15th December 2017 (PCD 301) sets out an award of a four year single supplier framework agreement for inspection, maintenance and occasional supply for gym equipment, that will be accessible to all members of the GLA family. Please set out how access by all members of the GLA family will operate and be fully publicised to all members of staff throughout the GLA family.

[The Mayor](#)

The decision referred to the Supplier Framework being accessible to all organisations within the GLA family and not all members of staff. The LFB, TfL and the GLA are able to use the framework for the maintenance of supply and maintenance of equipment in any of their on-site gyms.

## **Living Neighbourhood Scheme**

**Question No: 2018/0315**

[Caroline Pidgeon](#)

How is the success of a Living Neighbourhood Scheme measured and over what time frame? Will improved air quality and health for pedestrians and cyclists be specifically measured?

[The Mayor](#)

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

## **Croydon Tram Crash**

**Question No: 2018/0316**

[Caroline Pidgeon](#)

Please provide the dates that TfL released the Internal Audit Report IA 17 780 "Management of Fatigue in Tram Operations Limited" to the RAIB, ORR, SNC Lavalin, BTP and Coroner for their investigations of the Sandilands tram crash of 9th November 2016.

[The Mayor](#)

Transport for London issued the report to the Office for Rail and Road (ORR), the British Transport Police (BTP) and the Rail Accident Investigation Board on 12 February 2018. The report will not be issued more widely until the BTP and ORR investigations have concluded.

## **Dial-a-Ride**

### **Question No: 2018/0317**

[Caroline Pidgeon](#)

Please state what is Dial-a-Ride's policy towards the booking process of regular trips by users. Has any change in policy recently taken place and if so what are the reasons for such a change?

[The Mayor](#)

Dial-a-Ride is predominantly an ad hoc booking service, but it can sometimes offer regular bookings to customers where they are travelling to the same place at the same time each week. Availability is limited, due to the need to keep a proportion of Dial-a-Ride resources free for one-off journey needs while also accommodating, where possible, the convenience of a regular, guaranteed journey.

Previous customer feedback indicated dissatisfaction with the time it took for Dial-a-Ride to process a request for regular arrangements. In November 2017, following consultation with the Dial-a-Ride local area panel focus groups, a more streamlined process was introduced to make this quicker and easier.

Dial-a-Ride now proactively offers regular arrangements to customers where they can be accommodated, saving the need for customers to make a specific request themselves.

## **RV1 bus route (1)**

### **Question No: 2018/0318**

[Caroline Pidgeon](#)

Please set out what consultation process TfL undertook with bus users before deciding to reduce from the 10th February 2018 its frequency from six buses an hour to just three on the RV1 bus route.

[The Mayor](#)

Transport for London (TfL) emailed customers in advance to ensure they were aware of the change in frequency. TfL is only required to formally consult on changes to bus services when it is planning to alter the routing, not the frequency as in the case of the RV1.

I recognise that TfL should have given customers and stakeholders more information in advance, and I have asked TfL to improve how it communicates changes of this nature.

## **RV1 bus route (2)**

**Question No: 2018/0319**

[Caroline Pidgeon](#)

On the 7th February 2018, TfL contacted stakeholders stating that the frequency of the RV1 bus route would be halved from six buses an hour to three, starting from Saturday 10th February, stating as justification that demand for the service has fallen significantly over the last 12 months. Please state what research TfL has undertaken to examine whether the falling demand is a permanent trend or instead related to major temporary diversions to the route on Tooley Street and on Upper Ground.

[The Mayor](#)

Transport for London (TfL) continually keeps its services under review to ensure it is making the best use of its assets to meet the needs of customers.

Research carried out by TfL shows that weekday use of the RV1 has fallen by nearly half in the last two years. Weekend use also fell by 40 per cent in the same period. By comparison, demand for three other routes (the 47, 381 and 343) that normally serve Tooley Street dropped by nearly 20 per cent on weekdays and just over 15 per cent at weekends.

Based on these figures, TfL is confident three buses an hour provide sufficient capacity to meet any anticipated increase in the level of demand once Tooley Street re-opens, particularly given the number of other routes that run parallel to sections of the RV1. My Deputy Mayor for Transport has committed to reviewing this route in six-months time to ensure the revised timetable provides sufficient capacity

## **Bus routes in London**

**Question No: 2018/0320**

[Caroline Pidgeon](#)

Please set out for each London Borough changes in bus services that are set to take place in the next three months that involve a reduction in services.

[The Mayor](#)

Transport for London (TfL) publishes a summary of permanent bus changes - by London borough - on their website every fortnight. This summary includes all confirmed, permanent changes from two weeks prior, and up to four weeks ahead, of the document publication date. The summary is available at [tfl.gov.uk/modes/buses/permanent-bus-changes](http://tfl.gov.uk/modes/buses/permanent-bus-changes).

Once a permanent bus change is confirmed, it is added to the summary and usually introduced within four to six weeks. TfL is unable to set out confirmed permanent bus changes beyond four weeks as proposals and timing are subject to change.

## **Private hire vehicle research**

### **Question No: 2018/0321**

[Caroline Pidgeon](#)

In answer to Question 2017/2855 you stated that new research commissioned by TfL examining the supply, demand and market sizes for taxis and private hire vehicles in London will be published within this financial year. Are you set to deliver on this pledge?

[The Mayor](#)

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

## **Research by TfL**

### **Question No: 2018/0322**

[Caroline Pidgeon](#)

Further to your answer to question 2017/4920 please provide a breakdown of expenditure by TfL in 2015/16 and 2016/17 on research into the following areas:

- (a) Taxi, minicab and chauffeur/executive car driver diary surveys;
- (b) Taxi wait time surveys;
- (c) On-street passenger surveys;
- (d) Mystery traveller surveys;
- (e) App use surveys;
- (f) Impact of taxi and private hire apps focus group;
- (g) Disabled taxi and private hire passenger focus group; and
- (h) Taxi and private hire ridesharing focus group.

[The Mayor](#)

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

**'The most transparent, engaged and accessible administration London has ever seen' (1)**

**Question No: 2018/0323**

Caroline Pidgeon

Are you satisfied that as of 9th February 2018 Crossrail's website only publishes the staff expenses of Crossrail Ltd staff up to third quarter of 2016/17?

The Mayor

Crossrail is aware of its requirement to publish this information on a regular basis. The data will be published shortly.

**'The most transparent, engaged and accessible administration London has ever seen' (2)**

**Question No: 2018/0324**

Caroline Pidgeon

Are you satisfied that as of 9th February 2018 the expenses claimed and reimbursed to senior staff at the London Legacy Development Corporation are currently only published up to June 2017?

The Mayor

I expect all functional bodies of the GLA to be transparent, engaged and accessible, and the LLDC is no different. Typically, expenses are published on their website 6-8 weeks after the end of each quarter; I understand there was a delay in publishing the 2017/18 Q2 expenses but these are now up on the website, and Q3 expenses were published on 21 Feb. Details of expenses can be found at: <http://www.queenelizabetholympicpark.co.uk/our-story/the-legacy-corporation/good-governance/expenses>

**'The most transparent, engaged and accessible administration London has ever seen' (3)**

**Question No: 2018/0325**

[Caroline Pidgeon](#)

Please set out your specific reasons why you decided to curtail debate in public on Crossrail at TfL's Board meeting held on Tuesday 30th January 2018.

[The Mayor](#)

As I stated in the Transport for London (TfL) Board meeting, I have encouraged transparent reporting on Crossrail as it is crucial that the TfL Board can fully scrutinise the project. An update on the progress of Crossrail is provided to every meeting of the TfL Board and of its Programmes and Investment Committee. The papers are published on the TfL website and we always seek to discuss as much as we can in public.

There was a full public discussion of progress at the Board meeting on 30 January 2018. I only excluded the press and public from the part of the discussion that related to the financial and business affairs of Crossrail's contractors. As I explained at the time, there are very good reasons why some things need to be discussed in private, in order to protect commercial interests. Such issues are exempt from discussion in public under paragraph 3 of Schedule 12 of the Local Government Act 1972.

**'The most transparent, engaged and accessible administration London has ever seen' (4)**

**Question No: 2018/0326**

[Caroline Pidgeon](#)

Please set out when you were first informed of the electrical explosion that took place on Crossrail at Pudding Mill Lane sub-station on the 11th November 2017.

[The Mayor](#)

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

**'The most transparent, engaged and accessible administration London has ever seen' (5)**

**Question No: 2018/0327**

[Caroline Pidgeon](#)

Are you satisfied that Londoners were only first informed on the 30th January 2018 of the electrical explosion that took place on Crossrail at the Pudding Mill Lane sub-station on the 11th November 2017?

[The Mayor](#)

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

## **'The most transparent, engaged and accessible administration London has ever seen' (6)**

**Question No: 2018/0328**

[Caroline Pidgeon](#)

Please set out when you will publish (a) the details of the leasing arrangements that TfL is entering into for trains on the Elizabeth Line, and (b) evidence to confirm that the sale and leasing of trains is the cheapest form of raising finance for TfL to help fund the upgrade of the Piccadilly Line.

[The Mayor](#)

Transport for London (TfL) will publish details of the leasing arrangement once it has presented the bid evaluation results to the TfL Board's Finance Committee. The Finance Committee will decide, in around 12 months' time, whether or not to approve the transaction.

In the UK rail industry, the vast majority of trains are owned by rolling stock companies or financial institutions that lease them to train operators. This arrangement is used by almost every rail operator to limit upfront costs, or to free-up new investment for other projects.

TfL is considering whether it could follow this approach with the Elizabeth line rolling stock, as it has previously done on London Overground. This would allow TfL to purchase new trains on London Underground's Piccadilly line, where there is a clear need for a modern fleet.

When TfL entered into a similar arrangement in 2015 on London Overground, the interest rate for a significant part of the financing was below two per cent - more competitive than other borrowing methods at the time.

## **'The most transparent, engaged and accessible administration London has ever seen' (7)**

**Question No: 2018/0329**

[Caroline Pidgeon](#)

What is the aggregate level of affordable housing for all developments you have granted planning permission on publicly owned land since May 2016?

[The Mayor](#)

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



## **'The most transparent, engaged and accessible administration London has ever seen' (8)**

**Question No: 2018/0330**

[Caroline Pidgeon](#)

Please publish the level of affordable housing on all developments you have granted planning permission on publicly owned land since May 2016.

[The Mayor](#)

Since May 2016, I have approved 24 applications for residential development on public land at stage II, which provided an aggregate level of 26% on-site affordable housing. These applications also collectively provided off-site affordable housing payments secured in lieu of on-site affordable housing, as well as other important public benefits including new schools, enhanced healthcare and hospital facilities. Sometimes these other public benefits were the primary intention of the schemes. On purely residential schemes on public land, the level of on-site affordable housing has been higher (up to 54%).

Since the publication of my Affordable Housing and Viability SPG on 17 August 2017, which introduced a 50% threshold level of affordable housing for public land, I have approved one application for residential development on publicly owned land (an estate regeneration scheme) at stage II, which secured 77% on-site affordable housing.

## **Leasing of trains on the Elizabeth Line**

**Question No: 2018/0331**

[Caroline Pidgeon](#)

Are you content with the tax arrangements that exist with the leasing of trains in relation to your decision to sell and then lease back trains on the Elizabeth Line?

[The Mayor](#)

Yes. Transport for London (TfL) is not anticipating that any tax payments will be needed as part of the sale and lease back of the Elizabeth line fleet.

If this were to change, TfL would review the decision as part of the bid evaluation and ensure it remained in the best interests of Londoners.

## **Investigations into road fatalities**

**Question No: 2018/0332**

[Caroline Pidgeon](#)

As part of your Vision Zero commitment on road fatalities, what steps are being taken to ensure investigations following KSI events on our roads are as thoroughly investigated as the tragic Croydon Tram crash?

[The Mayor](#)

It is my Vision Zero ambition that no-one is killed or seriously injured on any part of London's transport network. To make this ambition a reality, it is vital that we learn from every incident irrespective of whether it occurred on the road or on rail.

TfL and the police work together to ensure thorough, effective and impartial collision investigation takes place after all road collisions which cause serious injury or fatalities. TfL, bus, and rail operators are also working closely so that information from these tragic incidents, including the Croydon tram tragedy, are shared in a timely manner so that preventative steps can be taken to avoid more injuries or deaths on the road.

## **Delay in introducing a weekly cap on Oyster**

**Question No: 2018/0333**

[Caroline Pidgeon](#)

I have been contacted by a constituent who wishes to know the exact reasons for the continued delays in introducing a weekly cap on Oyster, when such a cap has long existed for passengers using contactless payment. Can you finally provide an exact date when passengers using different forms of payment will be treated equally?

[The Mayor](#)

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

## **Hammersmith Bridge**

**Question No: 2018/0334**

[Caroline Pidgeon](#)

In answer to question 2017/4908 you stated that TfL anticipates that repair and strengthening work on Hammersmith Bridge will be completed by late 2021. What starting date is expected as part of the calculation of the anticipated completion date?

[The Mayor](#)

The London Borough of Hammersmith & Fulham, which owns Hammersmith Bridge, is responsible for managing the programme. Based on the latest programme that Transport for London has received from the borough, it is anticipated that main construction will start on site in autumn 2019. Ahead of that, structural inspections, feasibility and preliminary works are being completed to inform the nature of the main works required to deliver the best long-term solution for this historic structure.

## London Overground performance

### Question No: 2018/0335

[Caroline Pidgeon](#)

I was concerned to see the reply to a Transport for London Freedom of Information request (FOI-2394-1719) showing that from May 2017 to November 2017 the percentage of London Overground trains departing Canonbury station on time was just 24.99%. What steps are being taken to tackle these delays on the East London Line?

[The Mayor](#)

The recent decline in performance on the East London Line has been caused by a number of issues, including responsiveness to incidents, infrastructure failures, weather conditions and reliability issues with other services which share this network.

Action is being taken to address these issues and TfL is working closely with Arriva Rail London (ARL), Network Rail, and other train operators to improve this. This has involved Network Rail enhancing its inspection, maintenance and infrastructure renewals programmes to improve resilience. ARL has also changed the timetabling of services and has developed an improved service recovery plan, which is being shared as best practice across its team.

TfL and ARL are conducting a review of these measures and plan to introduce further improvements this spring, following the completion of works at London Bridge as part of the Thameslink programme. These plans will make full use of the new track and signalling arrangements brought in under the programme, which improves capacity at the station, and in turn will bring benefits to the performance of services across the network, including the East London Line.

TfL will monitor these measures and will continue to work with ARL and others who affect the reliability on the line to improve the performance of services.

London Overground remains one of the most reliable rail networks in the country with its Public Performance Measure Moving Annual Average (the industry's key long-term performance indicator) being 94.7, against a national score of 88.5.

## Seaside and Country Homes

### Question No: 2018/0336

Caroline Pidgeon

What proportion of applications for a new property that were made through the Seaside and Country Homes scheme were successful in each year since 2013/2014?

The Mayor

|         | Number of SCH applications | Number of SCH lettings | Lettings as a % of applications |
|---------|----------------------------|------------------------|---------------------------------|
| 2013/14 | 643                        | 155                    | 24                              |
| 2014/15 | 525                        | 147                    | 28                              |
| 2015/16 | 485                        | 126                    | 26                              |
| 2016/17 | 579                        | 110                    | 19                              |

Please note that applicants who are let a property will not necessarily have applied to the scheme in the same year in which the letting was made.

## European Social Fund (ESF) Gangs Programme

### Question No: 2018/0337

Caroline Pidgeon

The £1.5m gang prevention programme funding from the European Social Fund ends in May 2018. What action have you taken to ensure that the programme will continue past 2018?

The Mayor

The gang prevention programme is managed through the government's Education and Skills Funding Agency (ESFA). My officers have been asking the ESFA for some time to extend their ESF contracts, which were needlessly reduced from three years to two in 2016.

The ESFA have recently confirmed that contracts can be extended up to March 2019 and are currently carrying out an exercise, in consultation with Local Enterprise Partnerships, to determine whether individual contracts should be extended and/or receive additional funding. The results of this exercise will be communicated to grant holders by the end of March.

## **London Sexual Assault Referral Centres**

**Question No: 2018/0338**

[Caroline Pidgeon](#)

Where are the three London Sexual Assault Referral Centres based and are there plans to expand the number of centres in the future?

[The Mayor](#)

My Office for Policing And Crime funds the London Sexual Assault Referral Centre in partnership with NHS England. NHS England manage the Sexual Assault Referral Centres contract.

There is one London Sexual Assault Referral Centre service which operates across three sites. These sites are in

Camberwell

Whitechapel

Paddington

The London Sexual Assault Referral Centre provide a 24/7 90 minute response; a Forensic Medical Examination service and medical and sexual health, advocacy and psychological support follow-up services.

## **MOPAC - Knife Crime Dashboard**

**Question No: 2018/0339**

[Caroline Pidgeon](#)

You recently stated that MOPAC is creating a London Knife Crime Dashboard. When will it be publicly available?

[The Mayor](#)

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

### **Written response from the Mayor received 05/03/2018**

The London Knife Crime Dashboard referred to has now evolved into the Weapon Enabled Crime Dashboard. It is proposed to also include gun crime measures. MOPAC are looking to launch the dashboard publicly by the end of FY2017/18 with data being updated on a monthly interval where possible.

## **Safer Schools Officers**

**Question No: 2018/0340**

[Caroline Pidgeon](#)

Please provide a breakdown of the number of Safer Schools Officers by borough.

## The Mayor

Officers are drafting a response which will be sent shortly.

### Written response from the Mayor received 05/03/2018

As of end of January 2018 there are 319 Safer Schools Officers across the Metropolitan Police Service (MPS). The table below provides a breakdown of the officers by borough/BCU.

| Borough/BCU  | Safer Schools Officers |
|--|------------------------|
| Hackney Borough  | 10                     |
| Tower Hamlets Borough                                      | 12                     |
| East Area BCU (Barking & Dagenham, Redbridge and Havering) | 35                     |
| Waltham Forest Borough                                     | 14                     |
| Newham Borough   | 18                     |
| Enfield Borough  | 18                     |
| Haringey Borough   | 14                     |
| Harrow Borough   | 4                      |
| Central North BCU (Camden and Islington)                   | 28                     |
| Brent Borough  | 8                      |
| Barnet Borough   | 8                      |
| Ealing Borough   | 14                     |
| Lambeth Borough  | 14                     |
| Southwark Borough  | 12                     |
| Lewisham Borough   | 9                      |
| Bromley Borough  | 6                      |
| Greenwich Borough  | 11                     |
| Bexley Borough   | 8                      |
| Croydon Borough  | 13                     |
| Kensington & Chelsea Borough                               | 4                      |
| Westminster Borough  | 7                      |
| Hammersmith & Fulham Borough                               | 7                      |
| Richmond upon Thames Borough                               | 3                      |
| Hounslow Borough   | 8                      |
| Kingston upon Thames Borough                               | 2                      |

|                    |     |
|--------------------|-----|
| Merton Borough     | 8   |
| Wandsworth Borough | 8   |
| Hillingdon Borough | 11  |
| Sutton Borough     | 5   |
| Grand Total        | 319 |

## MOPAC - London Datastore

### Question No: 2018/0341

[Caroline Pidgeon](#)

How many vehicular incidents did the Fire Brigade get called to in the years 2014, 2015, 2016, and 2017? Please break down the details for each month.

[The Mayor](#)

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

### Written response from the Mayor received 06/03/2018

LFB attend road traffic collisions when requested by the police or ambulance service if it is believed the services of the Brigade are required. This might be to do a number of things including to make the vehicle safe, to wash down the roadway or to extricate persons who may be trapped in a road vehicle. It is estimated that LFB is called to around 18 per cent of all road traffic collisions in London (based on the number of collisions involving death or personal injury using TfL/LFB data for 2016).

The number of road traffic collisions attended by the Brigade in 2014, 2015, 2016 and 2017 is given in the table below.

| Calendar Year | Jan  | Feb  | Mar  | Apr  | May  | Jun  | Jul  | Aug  | Sep  | Oct  | Nov  | Dec  | Total |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|-------|
| 2014          | 275  | 259  | 297  | 339  | 316  | 314  | 296  | 339  | 321  | 336  | 306  | 328  | 3726  |
| 2015          | 321  | 286  | 291  | 293  | 363  | 333  | 386  | 361  | 384  | 358  | 325  | 356  | 4057  |
| 2016          | 353  | 328  | 375  | 342  | 397  | 390  | 383  | 374  | 369  | 447  | 386  | 399  | 4543  |
| 2017          | 334  | 311  | 329  | 391  | 397  | 423  | 420  | 397  | 361  | 370  | 369  | 358  | 4460  |
| Total         | 1283 | 1184 | 1292 | 1365 | 1473 | 1460 | 1485 | 1471 | 1435 | 1511 | 1386 | 1441 | 16786 |

The LFB also attend fires in road vehicles. To avoid double counting, where a collision results in a fire then that incident is recorded by LFB as a fire - it is not counted as a road traffic collision. The number of road vehicle fires attended by the Brigade in 2014, 2015, 2016 and 2017 by month, is given in the table below.

| Calendar Year | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| 2014          | 153 | 147 | 152 | 168 | 162 | 168 | 226 | 172 | 162 | 173 | 163 | 174 | 2020  |
| 2015          | 162 | 144 | 162 | 179 | 159 | 161 | 173 | 174 | 162 | 170 | 182 | 170 | 1998  |
| 2016          | 145 | 144 | 184 | 184 | 203 | 202 | 223 | 215 | 192 | 200 | 194 | 223 | 2309  |
| 2017          | 194 | 157 | 176 | 205 | 185 | 187 | 193 | 195 | 179 | 199 | 172 | 164 | 2206  |
| Total         | 654 | 592 | 674 | 736 | 709 | 718 | 815 | 756 | 695 | 742 | 711 | 731 | 8533  |

## Community Speedwatch

### Question No: 2018/0342

[Caroline Pidgeon](#)

Further to your response to question 2017/4946, please advise what data is being collected to measure how effective this approach is when compared to other road danger reduction approaches.

[The Mayor](#)

The Community Roadwatch scheme aims to tackle road danger by involving local residents in monitoring speed in residential areas, and improving the Metropolitan Police Service (MPS) and Transport for London's (TfL's) work to reduce speed.

The scheme is now well-established, and over 38,000 vehicles have been caught speeding. Fewer than two per cent of drivers have been caught twice. Speeding and residential surveys were carried out before and after the scheme began at a location in Barnet and the results show a 10mph reduction in speed.

Community Roadwatch forms part of a wider package of road danger reduction approaches. TfL and the MPS will continue to keep the effectiveness of this scheme under review and assess its performance against other action.



## **Moped Crime Statistics**

**Question No: 2018/0343**

[Caroline Pidgeon](#)

Please detail the total number of moped enabled crimes per month from 2017 to date, including figures for each borough.

[The Mayor](#)

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

### **Written response from the Mayor received 05/03/2018**

Appendix 0343 gives a borough by month breakdown of moped enabled crime that has taken place during 2017 and January 2018. The table also gives a comparison of the most recent 12 months vs the previous 12-month period to assess any change by borough and as an MPS total.

## **Moped Crime - police bikes**

**Question No: 2018/0344**

[Caroline Pidgeon](#)

Please detail the number of specialised police bikes currently available to the MPS to tackle moped enabled crime.

[The Mayor](#)

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

### **Written response from the Mayor received 05/03/2018**

The MPS have four scrambler bikes, as well as a fleet of marked motorcycles with different engine sizes (700cc, 800cc and 1200cc). These are used daily in moped enabled crime hotspots such as Islington and Camden.

In addition to this, Roads & Transport Policing command also have access to specialist equipment such as mobile stingers and tagging spray.

## **Met Police - long term leave**

**Question No: 2018/0345**

[Caroline Pidgeon](#)

Please provide details of the number of people on long term sick/maternity leave at the Met for the years 2015, 2016, and 2017. Break the figures down into sector.

[The Mayor](#)

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

## Safer schools officers

### Question No: 2018/0346

Caroline Pidgeon

Please provide details of the action that safer schools officers are undertaking to tackle moped enabled crime.

The Mayor

Throughout the year, Safer Schools Officers work closely with teachers and MPS colleagues to tackle emerging issues such as moped crime.

A bespoke presentation package has been designed on moped crime, aimed at those in the last year of primary school education. This is set to be rolled out by all Safer Schools Officers, with delivery fitting around existing curriculum commitments.

## 101 call waiting times (1)

### Question No: 2018/0347

Caroline Pidgeon

How many 101 calls did the Metropolitan Police answer in 2017? How many were answered within 30 seconds; how many calls were dropped; what was the average time taken to answer; and what was the longest time taken to answer?

The Mayor

The emergency number has had a significant increase in demand over the past 18 months, which in turn has had a knock-on effect in the call handlers time in answering the 101 calls. To improve access, and to ensure 101 is not the only method of contact, the MPS are developing new ways in which the public can contact police in a non-emergency. This includes new reporting tools on their website [www.met.police.uk](http://www.met.police.uk) where many things can already be reported online, including some crimes and road traffic incidents. A pilot reporting service is also available on Twitter @MetCC where members of the public can contact police for non-urgent matters.

The table below details the monthly performance for 101.

| Month  | 101 Calls | Answered < 30sec | 101 calls Dropped | Average Answer Time (mins) | Longest Taken to Answer (mins) |
|--------|-----------|------------------|-------------------|----------------------------|--------------------------------|
| Jan 17 | 216947    | 57%              | 24025             | 1:11                       | 58:29                          |
| Feb 17 | 219088    | 26%              | 58853             | 3:21                       | 62:39                          |
| Mar 17 | 247027    | 20%              | 84428             | 4:15                       | 114:01                         |
| Apr 17 | 225278    | 26%              | 66382             | 3:31                       | 101:54                         |
| May 17 | 258471    | 18%              | 92730             | 4:37                       | 130:36                         |

|        |         |     |        |      |        |
|--------|---------|-----|--------|------|--------|
| Jun 17 | 282777  | 5%  | 151147 | 8:20 | 315:30 |
| Jul 17 | 263069  | 23% | 102644 | 4:05 | 253:40 |
| Aug 17 | 229612  | 32% | 60040  | 1:49 | 121:55 |
| Sep 17 | 225905  | 22% | 78008  | 2:58 | 156:36 |
| Oct 17 | 241107  | 23% | 106569 | 4:24 | 275:01 |
| Nov 17 | 219297  | 16% | 89774  | 3:44 | 198:17 |
| Dec-17 | 199523  | 25% | 84879  | 3:54 | 136:53 |
| Totals | 2828101 | 24% | 999479 | 4:04 |        |

## 101 call waiting times (2)

**Question No: 2018/0348**

[Caroline Pidgeon](#)

What is the current average waiting time for the Met's 101 calls?

[The Mayor](#)

The current average waiting time on 101 is 143 seconds for January 2018.

Please also see my answer to MQ 2018/0347

## Healthy Streets - road traffic incidents (1)

**Question No: 2018/0349**

[Caroline Pidgeon](#)

A highways assessment made following a fatal hit and run collision at the corner of Dr Johnson Avenue and Tooting Bec Road in May 2015 made no comment about how the local street network may have contributed to this incident. What steps is TfL taking to ensure that assessments of the public highway following KSI incidents look at the wider street network?

[The Mayor](#)

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

## **Healthy Streets - road traffic incidents (2)**

**Question No: 2018/0350**

[Caroline Pidgeon](#)

How does TfL ensure that assessments of the public highway following KSI incidents make recommendations including redesigning traffic flows and layouts to reduce risk to road users to the lowest possible levels?

[The Mayor](#)

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

## **Crystal Palace redevelopment (1)**

**Question No: 2018/0351**

[Caroline Pidgeon](#)

A number of constituents have raised concerns about the Crystal Palace redevelopment consultation. Will you increase the promotion of this consultation going forward?

[The Mayor](#)

As part of my commitment to ensuring that the Crystal Palace Sports Centre has a long term and sustainable future I have commissioned a sporting facility needs assessment study.

This is the first study which is part of wider feasibility and options appraisal work taking place throughout the year. The first phase is focussing on gathering views from key sporting stakeholders, such as clubs, the sports governing bodies and users of the centre. As the work progresses, there will be further engagement and consultation opportunities for wider stakeholders, which will be well publicised.

## **Crystal Palace redevelopment (2)**

**Question No: 2018/0352**

[Caroline Pidgeon](#)

Many constituents have stressed the need for the Crystal Palace site to retain the sports facilities it currently has. Will you commit to keeping and developing these facilities, rather than reducing them?

[The Mayor](#)

The sports centre at Crystal Palace is an iconic venue with a rich sporting history. I want to ensure that it has a long-term and sustainable future as a multi-sport venue. I have commissioned a sporting facility needs assessment to better understand what scale and scope of sporting infrastructure is required in the future. This study is looking at supply and demand of sporting facilities in Crystal Palace and the wider South London area. The findings from this will help form part of the evidence baseline for a detailed feasibility and options appraisal.

## **Air Quality - house**

**Question No: 2018/0353**

[Caroline Pidgeon](#)

A constituent is concerned that the sale of coal for household fuel use exacerbates the misunderstanding of London's smokeless zones. Would you look at reviewing how this fuel is advertised and sold for household purposes, and promote smokeless alternatives?

[The Mayor](#)

The Defra approved list of "smokeless" fuels includes 70 coal or coal type products, and only 38 wood based smokeless fuels. While all of these fuels can legally be burned in an open fireplace in London their impacts can be very different, and of course coal products have a more significant impact on climate change as well as air pollution. I am concerned that there are confusing messages to consumers on which fuels can be used, how they can be used, and when.

To address this, in my draft London Environment Strategy, I have already set out the need to undertake additional action on wood-burning including raising awareness about which fuels should be used and how these are advertised. I will be making further announcements on the actions I am taking in due course.

However, the confused message to consumers on use of coal is symptomatic of the many flaws in the current Clean Air Act, which is why I have asked the Government to take the necessary steps to reform this legislation and help the public make responsible choices. This should include making sure that accessible, useful information is given to consumers at the point of sale about the fuels that they are purchasing.

## **Air Quality - wood burning stoves**

**Question No: 2018/0354**

[Caroline Pidgeon](#)

A constituent has asked what action you are taking to reduce the environmental impact of wood burning stoves in densely populated areas?

[The Mayor](#)

To help people who have bought a wood-burning stove in good faith, I want to help give people more information so that they can make the right choices.

What people burn, and how they burn it can significantly reduce the amount of pollution emitted from solid fuel burning. For instance, a modern, efficient stove can emit around half as much toxic particulate matter as the average Defra approved appliance. Although this information is available if you know where to look online, it is not easily available at the point of sale.

In my draft London Environment Strategy, I have already set out the need to undertake additional action on wood-burning including raising awareness about which fuels should be used and how these are advertised. I will be making further announcements on the actions I am taking in due course.

I also want the power to set more stringent standards for new wood-burning stoves, and for what information is given to consumers, and have asked the Government to update the Clean Air Act so it is fit for purpose.

## **ULEZ boundaries - partial A4 exemption**

**Question No: 2018/0355**

[Caroline Pidgeon](#)

A part of the A4, near Chiswick House, is excluded from the proposed ULEZ boundary expansion. Why is this? And would you look at including this part of the A4 into the expanded ULEZ going forward?

[The Mayor](#)

As with the existing Low Emission Zone boundary, the Ultra Low Emission Zone (ULEZ) boundary has been designed to ensure that drivers of non-compliant vehicles do not accidentally enter the zone. A short section of the A4 is excluded to allow drivers to make a safe turn around at the Hogarth Roundabout to avoid entering the zone. All exits from this stretch of route are included within the ULEZ, so nearly all vehicles travelling on this section will have an origin or destination within the zone.

Transport for London is happy to consider any alternatives that enable this diversion as part of the public consultation process.

## **Cycling - A4 cycling facilities**

**Question No: 2018/0356**

[Caroline Pidgeon](#)

What action are you taking to improve the cycling facilities on the A4?

[The Mayor](#)

Transport for London (TfL) is planning changes to parts of the cycle track and footway along the A4 Great West Road between Syon Lane and Boston Manor Road. These changes aim to reduce the risk of collisions and make cycling and walking safer and more appealing.

TfL is also in the early stages of design for a scheme to improve conditions and accessibility for pedestrians and cyclists on the A4 west of Syon Lane through Gillette Corner.

Other plans for cycling improvements along the A4 would fall within the scope of two major studies currently being carried out: the Golden Mile Outcome Plan and A4 Strategic Transport Study. Both are in their early stages, but once completed will inform any future amendments to the highway layout in support of the Mayor's Transport Strategy.

## **CPS/Met Police Disclosure Improvement Plan**

**Question No: 2018/0357**

[Caroline Pidgeon](#)

Member: Caroline Pidgeon

Has the joint CPS/Police Disclosure Improvement Plan been produced yet? If not, what is the expected timeframe in which it will be produced?

[The Mayor](#)

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

## **Met Police - Disclosure**

**Question No: 2018/0358**

[Caroline Pidgeon](#)

The Met has stated that they will provide additional disclosure training to all police officers. What will this training involve?

[The Mayor](#)

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

### **Written response from the Mayor received 05/03/2018**

The Metropolitan Police Service (MPS) is currently running local disclosure awareness raising with officers within the Child Abuse and Sexual Offences (CASO) Command and this will expand to other Operational Command Units. In the medium to long term the MPS will be working with the Crown Prosecution Service and National Police Chiefs Council to provide disclosure training to all police officers, led by suitably trained and experienced staff in line with the recommendations contained within the Allan review and the National Disclosure Action Plan.

## **Vision Zero vehicle adaptations**

**Question No: 2018/0359**

[Caroline Russell](#)

Will Transport for London (TfL) trial the use of an inflatable safety system, already in use on some vehicles, that fills the gap between a bus or lorry and the road surface to prevent a person being dragged under and run over?

[The Mayor](#)

Transport for London (TfL) is considering run-over prevention devices such as inflatable guards as one of a suite of potential solutions to mitigate the severity of injuries sustained as a result of a collision between a bus and vulnerable road user. This work forms part of the development of TfL's Bus Safety Standard



## **London Cycle Network route 41 Ealing Common**

**Question No: 2018/0360**

[Caroline Russell](#)

When the London Cycle Network (route 41) reaches the Ealing Common section of the Uxbridge Road, cyclists must either cycle across two lanes of traffic or dismount to use a pedestrian crossing at the junction of the A406. Transport for London (TfL) informed Ealing Council that due to the need to "minimise impacts on bus journey times" they should remove a toucan crossing from their original mini-Holland bid.

Under your Healthy Streets approach could you confirm that TfL will no longer take decisions like this which prioritise bus journey times over providing safe, joined-up cycle routes?

[The Mayor](#)

I have asked Transport for London (TfL) to put the Healthy Streets Approach at the heart of its planning. This means prioritising active, sustainable and efficient modes of transport such as walking, cycling and public transport over private motorised vehicles.

As part of this approach, decisions on schemes must balance the outcomes for bus travel alongside those for walking and cycling. Bus travel has a key role to play in meeting my aim of 80 per cent of all journeys being made by walking, cycling or public transport by 2041.

Where TfL needs to strike a balance between different road users, it uses data and stakeholder feedback to determine the priority of outcomes on a case-by-case basis. The safety of all road users will always be paramount in the design of new schemes, in line with Vision Zero.

TfL's evidence-led and collaborative stakeholder approach to planning allows it to identify the key outcomes to be realised for any new scheme, taking every opportunity to achieve benefits for walking, cycling and public transport where possible.

## **Cycling alongside Ealing Common**

**Question No: 2018/0361**

[Caroline Russell](#)

Could you update me on the timeline for the new £1 million cycle lane part-funded by Transport for London (TfL) being constructed alongside Ealing Common?

[The Mayor](#)

The main carriageway works, carried out by contractors on behalf of London Borough of Ealing, were completed in early February 2018. Transport for London contractors will now make some final adjustments to the traffic light phasing at Ealing Common junction. This work is expected to complete by the end of February 2018.

## **Camberwell Green junction (1)**

**Question No: 2018/0362**

[Caroline Russell](#)

What minimum standards and assurance processes at each stage in their design are in place to ensure that your Safer Junctions programme will offer demonstrable and significant safety benefits for London's road users?

[The Mayor](#)

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

## **Camberwell Green junction (2)**

**Question No: 2018/0363**

[Caroline Russell](#)

According to the Transport for London (TfL) consultation page, works on Camberwell Green junction are due to start in spring 2018. Could you provide a date when work will start?

[The Mayor](#)

Transport for London (TfL) is completing detailed designs for this junction and coordinating their work with improvements that the London Borough of Southwark is making to the Denmark Hill corridor. Southwark's scheme is expected to take around eight months to deliver, starting in March 2018. TfL therefore currently expects to start its works in early 2019. I have asked TfL to update the consultation page to reflect this.

## **Camberwell Green junction (3)**

**Question No: 2018/0364**

[Caroline Russell](#)

I welcome the commitment in your draft Transport Strategy to extend CS5 from Oval through Peckham before 2022. Could you provide a timeline for this project?

[The Mayor](#)

CS5 was significantly reduced in length by the previous administration, with just the section from Pimlico to Oval delivered. My draft Transport Strategy does not contain a commitment to extend CS5 through Peckham before 2022, but it does identify an indicative strategic cycle network for 2041, informed by Transport for London's (TfL) Strategic Cycling Analysis (SCA).

The SCA identified 25 new connections that will deliver cycling benefits and support London's active travel growth. All 25 are vital to achieving my Transport Strategy objectives. A connection between Oval to Deptford is one of the top 25 strategic connections, but was not one of the six new routes I announced in January 2018 that will be the first to be taken forward. TfL are working with the boroughs of Lambeth, Southwark and Lewisham to look at how this connection could be delivered.

## **Camberwell Green junction (4)**

**Question No: 2018/0365**

[Caroline Russell](#)

Could you provide an update to question 2015/2655 and indicate the current budget limit for these works?

[The Mayor](#)

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

## **Promise to triple the extent of London's protected cycle lanes by 2020**

**(1)**

**Question No: 2018/0366**

[Caroline Russell](#)

How will you meet your promise to triple the extent of London's protected cycle lanes by 2020 when several of the superhighway routes you need to build to meet this pledge are not due for completion until 2023?

[The Mayor](#)

Significant progress has been made in meeting this target. Construction of the iconic East-West Cycle Superhighway has been completed and construction of the second phase of the North-South Cycle Superhighway is now underway and on target to be finished in summer 2018. I have announced my intention to press ahead with Cycle Superhighway 11, and last year I launched public consultations on two new protected routes (Cycle Superhighway 4 and Cycle Superhighway 9).

As well as the Cycle Superhighways, protected cycle lanes are also being delivered through the Mini-Holland programme and other schemes, for example the Stratford Gyratory and the recently completed Westminster Bridge south junction scheme.

Alongside immediate progress on these programmes, I have also ensured a sustained long-term investment in cycling, establishing a future pipeline of routes beginning with the six new high-quality cycle routes announced in January 2018.

## **Promise to triple the extent of London's protected cycle lanes by 2020**

**(2)**

**Question No: 2018/0367**

[Caroline Russell](#)

How many kilometres of protected cycle lanes have you delivered since your election, and how many of these are on superhighway routes?

[The Mayor](#)

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

## **Transport for London financial crisis**

**Question No: 2018/0368**

[Caroline Russell](#)

Transport for London (TfL) has identified a budget deficit of £968 million for 2018/19 in its business plan. What are you going to do about it?

[The Mayor](#)

The operating deficit is largely the result of having to absorb the withdrawal of £700m per annum of central Government grant. The figure of £968 million is also lower than what the previous Mayor was budgeting for.

Transport for London (TfL) is making good progress delivering its business plan which turns an operating deficit into a surplus by 2021/22. This is being achieved through reducing management layers, merging functions and delivering transport improvements more efficiently.

For the first time in TfL's history, operating costs were reduced by £153m last year. TfL is on track to exceed its operating cost savings targets by more than £138m in 2017/18.

## **Healthy Streets network connectivity**

**Question No: 2018/0369**

[Caroline Russell](#)

Will Transport for London (TfL) develop a tool to describe network connectivity for walking, cycling and public transport?

[The Mayor](#)

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

## **Written response from the Mayor received 07/03/2018**

In 2016 Transport for London (TfL) launched WebCAT- the Web-based Connectivity Assessment Toolkit - which is on the TfL website. WebCAT provides information on PTALs (Public Transport Access Levels) for any chosen location in London. PTALS are used to define housing densities and travel time catchments. This includes all public transport modes, as well as cycling.

WebCAT also allows users to compare different travel times, for example public transport versus cycling, and numbers of people and jobs within travel time intervals.

TfL is currently assessing the options to include elements of walk connectivity in WebCAT

## **Healthy Streets and bus journey time reliability**

**Question No: 2018/0370**

[Caroline Russell](#)

The Healthy Streets approach aims to help Londoners use cars less and walk, cycle and use public transport more. If the reliability of bus journey times and the convenience and safety of people walking and cycling are in conflict in the detail of a proposed project, which mode of transport will you prioritise?

[The Mayor](#)

Please see my answer to Mayor's Question 2018/0360.

## **Bus stops on roads with 60 mph speed limits**

**Question No: 2018/0371**

[Caroline Russell](#)

In light of the recent fatal crash on Shepiston Lane in Hayes, where three young people were killed by a car mounting the pavement at a bus stop, will you review the speed limit on all 60 mph roads with bus stops?

[The Mayor](#)

Please see my answer to Mayor's Question 2018/0372

## **Bus stops on roads with speeds greater than 40 mph**

**Question No: 2018/0372**

[Caroline Russell](#)

Are you concerned about the safety of passengers accessing bus stops on roads with speed limits of 40 mph and above?

[The Mayor](#)

My Vision Zero ambition is for no-one to be killed or seriously injured on any part of London's transport network. The recent fatal collision at Shepiston Lane in which three young people lost their lives is a further reminder of the importance of my Vision Zero approach in ridding London's roads of such tragic events.

The faster a vehicle is travelling, the greater the chance of a collision occurring and of the severity of the outcome. This is why introducing lower speeds is a fundamental part of my Vision Zero approach to reducing road danger. Further details on this will be included in my Vision Zero Action Plan which will be published in the coming months.

As well as introducing lower speed limits, my Vision Zero approach aims to improve compliance with speed limits and encourage safe driving through improved street design, enhanced vehicle technology, appropriate training and enforcement.

## **Highbury Corner (1)**

**Question No: 2018/0373**

[Caroline Russell](#)

The Transport for London (TfL) Highbury Corner consultation page was updated on 20 December 2017 to say: "We will now spend time reviewing and considering all points raised in the consultation and will publish a second report in January 2018, in which we will set out our response to issues that were commonly raised in the consultation, and explain the next steps for the project." As of 8 February 2018, there has been no update. When will you publish the next steps for the Highbury Corner project?

[The Mayor](#)

Transport for London is working with the London Borough of Islington to agree a date for publication, which will be by March 2018. The website has been updated accordingly.

## **Highbury Corner (2)**

**Question No: 2018/0374**

[Caroline Russell](#)

What arrangements will you make to hear the voices of local residents, businesses and users of London Overground, London Underground and London bus services as the next steps for the Highbury Corner project unfold?

[The Mayor](#)

An extensive public consultation has been completed for Highbury Corner and Transport for London's (TfL's) response will be set out in a report to be published next month.

Construction is currently planned to commence later this year, and TfL will engage directly with local residents, businesses and other stakeholders in the run up to, and during, construction.

A member of staff will be available to answer queries directly and TfL representatives will also attend local stakeholder meetings. TfL's customer services team is always available to answer questions or receive views about any of our services or projects. Please see [tfl.gov.uk/contact](http://tfl.gov.uk/contact) for details.

### **Highbury Corner (3)**

**Question No: 2018/0375**

[Caroline Russell](#)

Will you check that any changes to the locations of bus stops at Highbury Corner make the use of bus services and interchange between buses, and from bus to tube, more efficient and convenient for bus passengers, not less?

[The Mayor](#)

I recognise that interchange between bus and Underground services is important. The proposed transformation of Highbury Corner does not involve any bus stops moving further from the station than their current positions. Bus stop A on Holloway Road will be moved closer to the station (back to its original location) following the completion of the Highbury Corner bridge replacement works.

### **London Plan and UN Sustainable Development Goals (2)**

**Question No: 2018/0376**

[Caroline Russell](#)

Thank you for your response to my question 2018/0105. However, do you agree that apart from the Integrated Impact Assessment (IIA) objective for climate change adaptation and mitigation, none of the assessments test the new London Plan against an international agreed outcome with a quantified target and deadline?

[The Mayor](#)

Alongside the other assessments referred to in question 2018/0105, the IIA for my draft London Plan shows how other national and international plans, programmes and legislation (including the United Nations Framework Convention on Climate Change, Kyoto Climate Change Protocol & UK Climate Change Programme and Climate Change Act 2008) have been considered in the preparation of my draft London Plan. These have fed into the development of specific objectives and indicators against which the London Plan can be measured that are appropriate to the timescales and scope of the London Plan as a spatial development strategy.

The London Sustainable Development Commission in its recent Quality of Life (QoL) indicators report also undertook a mapping exercise that shows, at a high level, that there are direct and indirect links between the United Nations' Sustainable Development Goals (SDGs) and its QoL indicators, with all 17 SDGs reflected by at least one QoL indicator. By assessing key targets and ambitions from my draft Mayoral strategies (London Environment Strategy, London Housing Strategy, Mayor's Transport Strategy, Economic Development Strategy etc.) against these indicators, it recognises that the outcomes and principles of the SDGs are included within them. These strategies are all closely aligned with my draft London Plan

## **London Plan and carbon reduction targets (2)**

**Question No: 2018/0377**

[Caroline Russell](#)

In answer to my question 2018/0107, are you saying that you expect the draft new London Plan to achieve only 55 per cent of the emissions reduction needed to make London a zero carbon city by 2050, with decarbonisation of the energy grids by national action needed to achieve the remainder?

[The Mayor](#)

To get to zero carbon by 2050 requires national action, including the decarbonisation of energy grids, estimated to deliver 45 per cent of the emissions reduction needed. The remaining 55 per cent can be met through the combination of measures set out in the draft London Environment Strategy, incorporating policies and proposals from the draft Transport Strategy and draft new London Plan. However much of this action is reliant on appropriate powers and funding being made available to London.

## **Clean Air Act (2)**

**Question No: 2018/0378**

[Caroline Russell](#)

Thank you for your response to my question 2018/0108. Do you agree that the legal right to clean air for all the UK's citizens should be a human right including under the Human Rights Act 1998? If not, why not?

[The Mayor](#)

I support the principle that UK citizens should have a legal right to clean air so that it can be enforced. I have asked Government that this right be enshrined in a new 21st Century Clean Air Act which would also grant the necessary powers and resources, and supporting Government action, which I need to effectively deal with this public health crisis.

## **Neighbourhood Plans (2)**

**Question No: 2018/0379**

[Caroline Russell](#)

What are the implications of the London Plan being the first to be written since neighbourhood planning became part of a three-tier development planning hierarchy in London?

[The Mayor](#)

The implications are that Neighbourhood Plans, as part of the Development Plan, must be in general conformity with the London Plan.



## **Indoor air standards**

**Question No: 2018/0380**

[Caroline Russell](#)

Which buildings owned or managed by the GLA a) comply fully, and b) do not comply fully with the following indoor air standards: (i) BS EN 16798-3:2017; (ii) ISO 16890 and/or ISO 10121?

[The Mayor](#)

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

## **Impacts on North and South Circular boundary roads**

**Question No: 2018/0381**

[Caroline Russell](#)

In the 'Changes to Low Emission Zone and Expansion of the Ultra Low Emission Zone' supporting information document that accompanies your current ULEZ consultation there is a reference to potential negative impacts on the North and South Circular roads. Could you provide all the data and analysis associated with these impacts?

[The Mayor](#)

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

## **Energy for Londoners and tariffs for Londoners**

**Question No: 2018/0382**

[Caroline Russell](#)

Will your Energy for Londoners supply operation be able to develop new tariffs for Londoners?

[The Mayor](#)

We are currently translating the outcomes set out in the Prior Information Notice (published in November 2017) into our procurement documents which will set out our intentions on tariffs. The Prior Information Notice made it clear that we were seeking the ability to create and vary bespoke tariff structures and levels.

## **Energy for Londoners and fully renewable tariff for Londoners**

**Question No: 2018/0383**

[Caroline Russell](#)

Will your Energy for Londoners supply operation offer a fully renewable gas and renewable electricity tariff to Londoners?

[The Mayor](#)

We are currently translating the outcomes set out in the Prior Information Notice into our procurement documents which will set out our intentions on fully renewable tariffs. The Prior Information Notice already set out our desire for a green tariff.

## **Energy for Londoners and Licence Lite**

**Question No: 2018/0384**

[Caroline Russell](#)

How will your Energy for Londoners supply operation link in with your recently launched Licence Lite electricity supply programme?

[The Mayor](#)

The draft London Environment Strategy (LES) sets out my intention to tender for the delivery of an energy supply company aiming to offer fairer energy bills to Londoners as soon as possible. Our focus at this stage is for the energy company to provide domestic supply, which is distinct from Licence Lite which serves non-domestic consumers. One of the desired outcomes for the energy company is to allow a possible future transition to a fully licensed company, which could provide further scope to support Licence Lite or carry out the Licence Lite role. We will therefore keep this under review as the energy company evolves.

## **Energy for Londoners and staff resources**

**Question No: 2018/0385**

[Caroline Russell](#)

How many officers are working on bringing forward your Energy for Londoners supply operation?

[The Mayor](#)

The team working on bringing forward the Energy for Londoners supply company includes two permanent officers, one fixed-term officer, an external technical specialist, and a dedicated TfL procurement officer (together with other part-time TfL procurement support). The team also draws on TfL and external legal advice, along with ad-hoc support and advice from other internal and external policy, marketing, procurement, legal and finance specialists. The project is overseen by senior managers within GLA environment and TfL procurement.

## **Energy for Londoners and marketing**

**Question No: 2018/0386**

[Caroline Russell](#)

How will you market your Energy for Londoners supply operation?

[The Mayor](#)

The draft London Environment Strategy (LES) sets out my intention to tender for the delivery of an energy supply company aiming to offer fairer energy bills to Londoners as soon as possible. Marketing plans will result from the tendering process and I plan to work closely with the successful bidder to develop these using the GLA's experience of running successful London-wide marketing and communications campaigns.

## **Energy for Londoners and social housing providers**

**Question No: 2018/0387**

[Caroline Russell](#)

Will your Energy for Londoners supply operation offer energy services to social housing providers? If so, how many connections a year do you estimate might arise through this route?

[The Mayor](#)

I am in discussion with social housing providers about working with them on the Energy for Londoners energy supply company. I have not yet estimated how many connections might arise from this work.

## **Energy for Londoners and Tariff Cap Bill**

**Question No: 2018/0388**

[Caroline Russell](#)

Have you evaluated the impact of the draft Domestic Gas and Electricity (Tariff Cap) Bill on your Energy for Londoners energy supply operation?

[The Mayor](#)

I am monitoring regulatory and market developments closely as I develop my Energy for Londoners energy supply company. The high level of regulatory uncertainty, and consequent risk, was one of the factors that led me to decide to tender for a partner, as a prudent way of managing this risk. It is too early to assess the impact of the Tariff Cap, as the Government and Ofgem have yet to publish the detail of how the cap will operate.

## **Npower and Licence Lite**

**Question No: 2018/0389**

[Caroline Russell](#)

How long is your contract with Npower to supply services for your Licence Lite operation?

[The Mayor](#)

Licence Lite is a 12-month pilot project. Its continuation beyond 31st December 2018 would be the subject of an evaluation and a Mayoral Decision. In contrast, the contract with RWE nPower for the Supplier Services and Netting Off Agreement is for five years and started on 1st January 2018. There is however a contract break-clause that allows either party to terminate the contract any time on or after 31st March 2019

## **Solar energy and Transport for London's 61 car parks**

**Question No: 2018/0390**

[Caroline Russell](#)

In answer to question 2015/2057 your predecessor said that: "TfL is currently reviewing the potential for solar generation across their managed car parks," and is "in discussion with their car park management contractor, NCP, to explore options as part of a feasibility assessment." Could you give me an update on any actions or progress since then?

[The Mayor](#)

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

## **Exhibition space and draft London Plan**

**Question No: 2018/0391**

[Caroline Russell](#)

As part of the evidence base for your draft Economic Development Strategy and draft new London Plan, have you undertaken any specific assessments or audits of London's exhibition space? If not, why not?

[The Mayor](#)

Exhibition centres, alongside conference facilities and multi-use venues, play an important role in supporting London's economy, attracting tourists and visitors, and facilitating business events and cultural experiences.

My new draft London Plan contains a broad range of policies to support London's economy and tourism, particularly in town centres and the Central Activities Zone, where many exhibition centres are located. The Plan also has strong policies that protect cultural venues and facilities and promote new clusters of cultural facilities. Given that the exhibition sector is relatively small and there is limited data available, there has not been a specific assessment as part of the London Plan or Economic Development Strategy evidence base.

## **National Sports Centre consultation (1)**

**Question No: 2018/0392**

Caroline Russell

Over 12,000 people have signed an online petition (<https://www.change.org/p/save-athletics-and-sports-at-crystal-palace>) expressing their concerns that the GLA's consultation for repurposing the current National Sports Centre (NSC) at Crystal Palace is "way too short and has failed to identify and consider the needs and views of existing users." Furthermore, they believe that the impact of the proposals on "track and field in London, let alone other sports could be disastrous." What is your response to this petition?

The Mayor

I want to ensure a sustainable future for the Crystal Palace Sports Centre. The online petition was started by the Crystal Palace Sports Partnership (CPSP) in 2014 in response to the consultation process for a piece of work commissioned under the last administration. My Regeneration Team have been working closely with the CPSP to identify some of the evidence gaps in the previous study and to build a more detailed feasibility and options appraisal.

The first stage of work is ongoing and is focussing on gathering views from key sporting stakeholders, such as clubs, the sports governing bodies and users of the centre. As the work progresses, there will be further engagement and consultation opportunities.

## **National Sports Centre consultation (2)**

**Question No: 2018/0393**

Caroline Russell

How did you publicise the GLA's consultation on the National Sports Centre to the local community around Crystal Palace, and to the users of the sporting facilities?

The Mayor

The first stage of the National Sports Centre review is underway and is focussing on gathering views from key sporting stakeholders, such as clubs, the sports governing bodies and users of the centre. My officers have worked with local stakeholders to promote engagement opportunities including attending meetings of the Crystal Palace Park Shadow Board, establishing a stakeholder advisory group, producing posters and flyers to advertise opportunities to engage in the NSC itself, and promoting opportunities on the GLA website and via newsletters. My Deputy Mayor Jules Pipe also wrote to all relevant MPs, ward councillors and Assembly Members. Officers have held a range of focus groups as well as drop in sessions which have helped capture the views of casual users of the centre.

As the feasibility work begins, there will be further engagement and consultation opportunities.

### **National Sports Centre consultation (3)**

**Question No: 2018/0394**

[Caroline Russell](#)

How have you assessed the health and wellbeing aspects of your proposals for the National Sports Centre?

[The Mayor](#)

There are no proposals for the centre yet. The National Sports Centre (NSC) is an invaluable sporting and community asset and makes important contributions to the health and wellbeing of Londoners. A sustainable future for the NSC will help to secure and strengthen these outcomes.

### **National Sports Centre consultation (4)**

**Question No: 2018/0395**

[Caroline Russell](#)

What marketing budget was planned for the consultation work with Neil Allen Associates for public and stakeholder engagement as part of the consultation on the National Sports Centre?

[The Mayor](#)

The total budget for the sporting facility review assessment being undertaken is £25K. My officers have worked with local clubs, organisations and sports governing bodies to promote engagement opportunities. A feasibility and options appraisal will provide further opportunities for public and stakeholder engagement later in 2018.

### **National Sports Centre consultation (5)**

**Question No: 2018/0396**

[Caroline Russell](#)

What is your vision for major sports facilities in London that have wider or regional public value?

[The Mayor](#)

The sports centre at Crystal Palace is an iconic venue with a rich sporting history. I recognise that it plays a strategic role for many sporting communities. I am keen to ensure that it has a long-term and sustainable future as a multi-sport venue. I have tasked my Regeneration Team with developing a strategy for the centre - in consultation with users and wider stakeholders - that will result in a new sporting vision.

## **National Sports Centre - cost analysis of refurbishment vs total demolition**

**Question No: 2018/0397**

[Caroline Russell](#)

As part of the long-term National Sports Centre (NSC) review process, could you provide a detailed cost analysis comparing the cost of total demolition of the existing NSC stadium (including high level walkway, Jubilee Stand, indoor track and associated construction works) versus the cost of repair and refurbishment of the stadium?

[The Mayor](#)

Detailed feasibility work, including condition surveys, is needed before any costs relating to any options for the stadium can be estimated. This work will be undertaken in 2018 alongside wider consultation on the future of the facilities.

## **National Sports Centre - embedded carbon analysis of refurbishment vs total demolition**

**Question No: 2018/0398**

[Caroline Russell](#)

As part of the long-term National Sports Centre (NSC) review process, could you provide a comparison between the embedded carbon costs of total demolition of the NSC stadium versus the embedded carbon costs of repair and refurbishment of the stadium?

[The Mayor](#)

Detailed feasibility work is needed before any carbon costs relating to any options for the stadium can be estimated. This work will be undertaken in 2018 alongside wider consultation on the future of the facilities.

## **NHS land (1)**

**Question No: 2018/0399**

[Sian Berry](#)

Given your role in helping to bring forward public land to provide housing in London could you provide a list of NHS-owned land in London that has been suggested for development?

[The Mayor](#)

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

## **NHS land (2)**

**Question No: 2018/0400**

[Sian Berry](#)

A recent report by the New Economics Foundation identified that over the past two years ex-NHS sites in London have produced only 14 per cent social rented housing. What are you doing to ensure the maximum levels of affordable housing on non-GLA public land?

[The Mayor](#)

My Affordable Housing and Viability Supplementary Planning Guidance (SPG) and my recently published draft London Plan set out a very clear expectation that public sector owned sites should deliver at least 50% affordable housing in order to benefit from the 'Fast Track Route', unless there is an agreement with a particular public sector landowner that they will deliver 50% affordable housing across their entire portfolio of land. The SPG confirms that this approach applies to sites that have been recently released from public ownership. Any scheme which does not comply with this approach would need to follow the 'viability tested route' and be subject to both early and late stage financial viability reviews.

Public landowners under my direct control are all targeting 50% - which shows this can be done and highlights the need for City Hall to have more control over the wider public land estate to ensure a better deal for Londoners.

## **Estate regeneration funding contracts**

**Question No: 2018/0401**

[Sian Berry](#)

Could you provide a list of incomplete estate regeneration schemes where GLA funding contracts with councils or registered providers were already signed by 2 February 2018, with a lower limit for this of 25 existing homes on these sites, rather than the limit of 150 homes stated in your Good Practice Guide to Estate Regeneration? For each estate please give a) the address, b) borough, c) registered provider, d) number of existing homes, e) amount of funding agreed, and f) the date the contract was signed.

[The Mayor](#)

My Good Practice Guide to Estate Regeneration does not state a lower limit of 150 existing homes. If you contact my team, they can set out the details of what the guide includes and try to clarify what information you are seeking



## **Giving weight to new London Plan policies**

**Question No: 2018/0402**

[Sian Berry](#)

Your new draft London Plan contains some strong policies to guide major developments, such as at Elephant and Castle shopping centre. If boroughs fail to give any weight, or only minimal weight, to your emerging housing policies when deciding on major developments, will that be a factor in favour of you calling in a decision?

[The Mayor](#)

I can only take over a strategic planning application for my own determination if it meets the statutory tests set out within the Mayor of London Order 2008, and must be demonstrated to have:

significant impact on the implementation of the London Plan

significant effects on more than one borough; and

sound planning reasons for intervention

I am also required to take account of the local authority's current and past performance against development plan targets.

## **Knives and schools (1)**

**Question No: 2018/0403**

[Sian Berry](#)

How many knives were found in schools and reported to the Metropolitan Police in each of the years from 2010 to 2017? Please provide a breakdown by borough for this data.

[The Mayor](#)

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

## **Knives and schools (2)**

**Question No: 2018/0404**

[Sian Berry](#)

How many knife crime offences of each type recorded happened on school premises in London in each of the years from 2010 to 2017?

[The Mayor](#)

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

## **Knife crime detection rates**

### **Question No: 2018/0405**

[Sian Berry](#)

How many knife crime with injury offences that involved a victim aged under 21 occurred each year from 2010 to 2017? What proportion of these resulted in a) non-sanction detection, and b) sanction detection?

[The Mayor](#)

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

## **Women leaving the criminal justice system**

### **Question No: 2018/0406**

[Sian Berry](#)

How many approved premises are there in London suitable for women who are leaving the criminal justice system?

[The Mayor](#)

There are 12 approved premises (probation hostels) in London that provide temporary accommodation and support for men and women who are transitioning out of prison and back into the community. None of the approved premises in London are women-only.

In 2016, MOPAC and the London CRC jointly invested in the Female Offender Service to increase and enhance access to gender-specific support services for women in the criminal justice system. MOPAC will shortly be announcing the outcome of the Co-Commissioning Fund bidding process which includes £4.5 million in new funding to build on these services over the next three years. This is in addition to MOPAC's planned investment in an MPS pilot to divert way from entering the criminal justice system at the point of arrest.

## **Secure rehabilitation for women**

**Question No: 2018/0407**

[Sian Berry](#)

How many secure rehabilitation centres are there in London suitable for women with drug or alcohol dependencies?

[The Mayor](#)

There are secure rehabilitation services across London which are suitable for women with drug and alcohol dependencies; however, none of these centres will be equipped to house men or women as part of a community order.

In 2016, MOPAC and the London CRC jointly invested in the Female Offender Service to increase and enhance access to gender-specific support services for women in the criminal justice system. MOPAC will shortly be announcing the outcome of the Co-Commissioning Fund bidding process which includes £4.5 million in new funding to build on these services over the next three years. This is in addition to MOPAC's planned investment in an MPS pilot to divert way from entering the criminal justice system at the point of arrest.

## **Protecting CCTV from cyber attack**

**Question No: 2018/0408**

[Sian Berry](#)

What are you doing to ensure that the CCTV network under GLA control is protected from hacking and cyber criminals?

[The Mayor](#)

Transport for London (TfL) has a dedicated cyber security team that delivers a robust cyber security programme aligned with best practice. This includes implementing guidance from the Centre for the Protection of National Infrastructure, and international best practice. The CCTV network forms a key part of national infrastructure and TfL works in partnership with law enforcement and suppliers to identify and mitigate security threats through intelligence-led assessments.

## **Financing the construction sector (2)**

**Question No: 2018/0409**

[Sian Berry](#)

Thank you for your response to my question 2017/5009. What role can non-GLA, private, non-bank sources of finance play in funding residential development and what are you doing to encourage this?

[The Mayor](#)

Private institutional investment plays a significant role in financing residential development in London, enabling, for example, large scale regeneration projects and the development of purpose built private rented sector homes. I am ensuring that London has the appropriate policy framework to support this, for example through planning policy which supports the growing build to rent sector.

## **Supporting smaller builders**

**Question No: 2018/0410**

[Sian Berry](#)

The London Assembly Housing Committee's response to your draft Housing Strategy calls on you to: "bring forward measures which would help smaller firms gain access to finance" to support smaller builders. What steps do you intend to take in this area?

[The Mayor](#)

My draft London Housing Strategy and draft London Plan include measures to improve the cashflow of small developers building new homes in London. As set out in my draft Housing Strategy I have amended the Mayoral Community Infrastructure Levy policy so that more developments - particularly small and medium sized ones - benefit from an instalments policy, and my draft London Plan encourages boroughs to take commuted payments for affordable housing prior to the occupation of the development rather than prior to commencement of development.

I will consider any further steps to take following discussions with representatives of small builders.

## **Car theft in Chadwell Heath**

**Question No: 2018/0411**

[Sian Berry](#)

How many reports of car theft were there in total in the Chadwell Heath and Whalebone wards in the London Borough of Barking and Dagenham and the Chadwell and Goodmayes wards in the London Borough of Redbridge in each month of 2017? What measures and tactics are being used by the Metropolitan Police Service (MPS) to help reduce car theft in this area?

[The Mayor](#)

I made a commitment to increase the number of dedicated ward officers across London. These DWOs attached to the wards conduct regular crime prevention stalls in addition to advertised

contact points on a weekly basis. Victims are visited where appropriate and offered crime prevention advice as part of a follow up visit. Social media is also frequently used to maximise crime prevention opportunities.

Known offenders are targeted in order to disrupt criminal activity.

Residential Burglary remains one of the main priorities for the boroughs. The dedicated burglary patrols do overlap with motor vehicle crime.

Theft of Motor Vehicle figures 2017:

|     | Chadwell | Goodmayes | Chadwell Heath | Whalebone |
|-----|----------|-----------|----------------|-----------|
| Jan | 5        | 10        | 9              | 9         |
| Feb | 5        | 6         | 3              | 10        |
| Mar | 8        | 5         | 4              | 6         |
| Apr | 6        | 2         | 4              | 6         |
| May | 2        | 8         | 8              | 5         |
| Jun | 5        | 7         | 2              | 5         |
| Jul | 10       | 6         | 4              | 4         |
| Aug | 6        | 7         | 8              | 10        |
| Sep | 6        | 8         | 7              | 5         |
| Oct | 5        | 7         | 5              | 5         |
| Nov | 6        | 4         | 4              | 5         |
| Dec | 7        | 4         | 8              | 4         |
|     | 71       | 74        | 66             | 74        |

## **Motorbikes driving on pavements**

**Question No: 2018/0412**

[Sian Berry](#)

A constituent has informed me that they have witnessed motorbikes driving on the pavement on Tooting Bec Gardens SW16, to avoid congestion on the road. What measures and tactics are being used by the Metropolitan Police Service (MPS) or Transport for London (TfL) to enforce against and discourage this, or to prevent it through changes to the physical infrastructure in that location?

[The Mayor](#)

Motorcycle enabled criminality - including driving on footpaths - is a priority for the MPS under Operation Venice. Under the umbrella of Operation Venice, a 4-week operation is currently being run across Wandsworth Borough targeting moped enabled crime hotspots, including Tooting. The operation is utilizing a number of intelligence lead policing tactics to prevent and disrupt this criminality.

Additionally, local neighbourhood Dedicated Ward Officers will be tasked to problem solve this issue and will liaise with partners and the council as appropriate regarding any changes to the physical infrastructure.

## **Merton Hall**

**Question No: 2018/0413**

[Sian Berry](#)

Merton Hall in Wimbledon is set to be remodelled, with local subsidy, for a church group that is opposed to same sex marriages. Given the requirement of the Mayor and Greater London Authority to promote good relations between Londoners of different sexual orientation and your vision for the future of London as a diverse, inclusive city, do you share concerns, as I do, that the council is committing public money to creating a space in which groups of Londoners are not welcome from a unique venue?

[The Mayor](#)

While I share your concerns, I cannot speak on behalf of either Merton Council or the Elim Pentecostal Church. Barring certain specific religious exemptions, both parties should be subject to the legal requirements of the Equality Act 2010, and will have to demonstrate that they have paid due regard to the need to eliminate discrimination, advance equality of opportunity, and foster good relations.

Should either party fail to comply with their legal responsibilities under the Act, they can be referred to the Equality and Human Rights Commission. As statutory enforcer, the Commission can take action against any organisation covered by Schedule 19 of the Act, or any other organisation when it is carrying out a public function, that actively discriminates against LGBT+ people.

## **Kentish Town area transport accessibility**

**Question No: 2018/0414**

[Sian Berry](#)

I was disappointed to read in your response to question 2017/5169 that Transport for London (TfL) is not prioritising planning for a lift at Kentish Town underground station. Now that the two industrial areas north of this station are a new 'strategic area for regeneration' in your draft new London Plan, will you look again at station accessibility in this area, and consider plans for new lifts at least to the mainline platforms at Kentish Town and to the Overground platforms at Kentish Town West? These lifts would require no works underground and would considerably improve step-free access to other parts of the transport network, including to the Northern Line via King's Cross St. Pancras.

[The Mayor](#)

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

## **Victims of crime and the Home Office (3)**

**Question No: 2018/0415**

[Sian Berry](#)

Thank you for your response to my question 2017/3023. What actions have you taken to protect vulnerable victims of crime from being targeted for immigration action, following the details of this case coming to light?

[The Mayor](#)

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

**Written response from the Mayor received 07/03/2018**

**In appointing Claire Waxman, the first Victim's Commissioner for London, we are working to improve the experiences of victims in our city.**

**All MPS officers are instructed that people should be treated as a victim of crime whatever the crime type. If they are a victim of human trafficking then they should be referred through the National Referral Mechanism process as would all victims. If it is a Domestic Abuse matter then they will still be referred to MARAC.**

The following MPS guidance is given to officers in relation to dealing with victims of crime whose immigration status is being investigated.

*"Where a person has reported to police that they are a victim of crime, police forces will treat them as victims first & foremost. Where it is felt that enquiries need to be made around their immigration status, which leads to doubts about their legal status in the UK, immediate arrest will only be made where there is intelligence, either from police data bases or Immigration Enforcement, that the person poses a risk of harm to a specific individual or a wider group of people."*

To enforce this message the Commissioner has written the attached letter which is shared with all victims of sexual violence that attend a Haven (please see Appendix 0415). This further underlines the priority is supporting victims and to investigate the offences committed against them.



## **GLA funding for Loughborough Park Estate works**

**Question No: 2018/0416**

[Sian Berry](#)

Given the serious problems with issues such as water supply, lift and entry doors on the Loughborough Park Estate following regeneration part-funded by the GLA, what steps are you taking to review how that funding was spent, the quality of the building works, and the value for money achieved?

[The Mayor](#)

Guinness Housing Association has given a full update to my officers about the three major leaks from water pipes underneath the energy centre at Loughborough Park. I recognise the serious impact that this had on residents over a three-week period. Guinness have responded by identifying vulnerable households for additional support; commissioning full independent reviews and paying compensation to those affected. Guinness will keep me updated as the results of the reviews come through, so that lessons learned can be communicated to other partners. I have not been made aware of issues with the lift and entry doors and so please pass on any information you have to my team.

## **Planning Data**

**Question No: 2018/0417**

[Andrew Boff](#)

Should all data assets made available during the progress of successful planning applications be publicly available?

[The Mayor](#)

Individual planning authorities are already making the documents and data from the planning process available through the planning application search pages on their websites.

A London-wide list of these pages is available on the Mayor's website at <https://www.london.gov.uk/what-we-do/planning/who-we-work/borough-webpages>.

Reports from the Mayor's scrutiny of referable planning applications are also available online at <https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/planning-application-search>.

## **GLA Data**

**Question No: 2018/0418**

[Andrew Boff](#)

Why are the polygons delineating Strategic Industrial Land not made publicly available?

[The Mayor](#)

The responsibility for delineating the detailed boundaries of the London Plan Strategic Industrial Locations (SIL) lies with the London boroughs (adopted London Plan policy 2.17, part D). The detailed boundaries are defined through boroughs' Local Plan review processes and are publicly available to view in boroughs' adopted Local Plan policies maps. To assist with open data sharing, the GLA is working with boroughs to collate London-wide data on SIL boundaries (polygons) with a view to making this publicly available via the London Datastore.

## **New Years' Eve Fireworks**

**Question No: 2018/0419**

[Andrew Boff](#)

Will you remove the ticket charges for the New Year's Eve fireworks?

[The Mayor](#)

My number one priority is the safety of Londoners and visitors to the capital and I want everyone to be able to enjoy this fantastic event in a way that is fun and secure. I have taken the advice of experts including the police and emergency services and am assured that ticketing is the best way to keep people safe on the night.

## **Small sites TfL pilot (1)**

**Question No: 2018/0420**

[Andrew Boff](#)

How many of the 111 homes will be built by small and medium-sized developers?

[The Mayor](#)

It is anticipated that all sites in the TFL pilot will only appeal to small and medium sized developers. This could include small builders and developers, small housing associations, community led groups and self-builders.

### **Small sites TfL pilot (2)**

**Question No: 2018/0421**

[Andrew Boff](#)

How many of the 111 homes will be built by community land trusts?

[The Mayor](#)

Land at Cable Street, near the Shadwell DLR in Tower Hamlets, and a site at Christchurch Road in Lambeth, are both earmarked for community-led housing and will deliver 100 per cent affordable housing. It is estimated that these sites have the capacity to deliver around 60 homes.

### **Small sites TfL pilot (3)**

**Question No: 2018/0422**

[Andrew Boff](#)

How many of the 111 homes will be built by self-builders?

[The Mayor](#)

The sites are currently being marketed so it is not possible at this stage to say which sites will be delivered by self-builders, nor how many units they'll deliver

### **Small sites TfL pilot (4)**

**Question No: 2018/0423**

[Andrew Boff](#)

How many of the 111 homes will be built by housing associations?

[The Mayor](#)

The sites are currently being marketed so it is not possible at this stage to say which sites will be delivered by housing associations, nor how many units they'll deliver.

## **London Plan Small Sites Policy (1)**

**Question No: 2018/0424**

[Andrew Boff](#)

What proportion of the 24,573 small sites target do you expect to be met from residential conversions?

[The Mayor](#)

Residential conversions are just one of a number of different sources of housing supply which will contribute to meeting the small sites target. The Strategic Housing Land Availability Assessment (SHLAA) provides an aggregate understanding of capacity from all potential sources of supply which is robust at London-wide and borough level, rather than prescribing what will be delivered from each source, as this mix of supply will vary from location to location.

As outlined in chapter 6 of the SHLAA report, GLA officers modelled the scope to increase current trends in housing completions on small sites as a result of policy changes proposed in my new draft Plan. The modelling assumes that 1% of the existing stock of houses will increase in density in areas which benefit from PTALs 3 to 6 or are within 800m of a tube station, rail station or town centre boundary, with a lower assumption used in conservation areas within these locations. The assumptions in the model take into account heritage assets and the typology of the existing stock of houses and have been informed by trends in housing completions across London where this type of housing intensification has occurred.

## **London Plan Small Sites Policy (2)**

**Question No: 2018/0425**

[Andrew Boff](#)

What proportion of the 24,573 small sites target do you expect to be met from "the demolition and redevelopment of existing buildings"?

[The Mayor](#)

Demolition and redevelopment of existing buildings is just one of a number of different sources of housing supply which will contribute to meeting the small sites target. The Strategic Housing Land Availability Assessment (SHLAA) provides an aggregate understanding of capacity from all potential sources of supply which is robust at London-wide and borough level, rather than prescribing what will be delivered from each source, as this mix of supply will vary from location to location.

As outlined in chapter 6 of the SHLAA report, GLA officers modelled the scope to increase current trends in housing completions on small sites as a result of policy changes proposed in my new draft Plan. The modelling assumes that 1% of the existing stock of houses will increase in density in areas which benefit from PTALs 3 to 6 or are within 800m of a tube station, rail station or town centre boundary, with a lower assumption used in conservation areas within these locations. The assumptions in the model take into account heritage assets and the typology of the existing stock of houses and have been informed by trends in housing completions across London where this type of housing intensification has occurred.

## **London Plan Small Sites Policy (3)**

**Question No: 2018/0426**

[Andrew Boff](#)

What proportion of the 24,573 small sites target do you expect to be met from "infill development within the curtilage of a house"?

[The Mayor](#)

Infill development within the curtilage of a house is just one of a number of different sources of housing supply which will contribute to meeting the small sites target. The Strategic Housing Land Availability Assessment (SHLAA) provides an aggregate understanding of capacity from all potential sources of supply which is robust at London-wide and borough level, rather than prescribing what will be delivered from each source, as this mix of supply will vary from location to location.

As outlined in chapter 6 of the SHLAA report, GLA officers modelled the scope to increase current trends in housing completions on small sites as a result of policy changes proposed in my new draft Plan. The modelling assumes that 1% of the existing stock of houses will increase in density in areas which benefit from PTALs 3 to 6 or are within 800m of a tube station, rail station or town centre boundary, with a lower assumption used in conservation areas within these locations. The assumptions in the model take into account heritage assets and the typology of the existing stock of houses and have been informed by trends in housing completions across London where this type of housing intensification has occurred.

## **London Plan Small Sites Policy (4)**

**Question No: 2018/0427**

[Andrew Boff](#)

What proportion of the 24,573 small sites target do you expect to be met from "infill development on vacant or underused sites"?

[The Mayor](#)

Infill development on vacant or underused sites is just one of a number of different sources of housing supply which will contribute to meeting the small sites target. The Strategic Housing Land Availability Assessment (SHLAA) provides an aggregate understanding of capacity from all potential sources of supply which is robust at London-wide and borough level, rather than prescribing what will be delivered from each source, as this mix of supply will vary from location to location.

As outlined in chapter 6 of the SHLAA report, GLA officers modelled the scope to increase current trends in housing completions on small sites as a result of policy changes proposed in my new draft Plan. The modelling assumes that 1% of the existing stock of houses will increase in density in areas which benefit from PTALs 3 to 6 or are within 800m of a tube station, rail station or town centre boundary, with a lower assumption used in conservation areas within these locations. The assumptions in the model take into account heritage assets and the typology of the existing stock of houses and have been informed by trends in housing completions across London where this type of housing intensification has occurred.

## **Oakfield Fields in Trust**

**Question No: 2018/0428**

[Keith Prince](#)

Would you be willing to support the campaign for Fields in Trust protection for Oakfield playing fields in Redbridge?

[The Mayor](#)

The Planning Inspector undertaking the Redbridge Local Plan examination has decided that development should not be allowed on Oakfield playing fields and he has directed the Council to remove it as a development site from the draft Local Plan.

I am pleased that the Oakfield site will remain as playing fields for the benefit of residents and I will continue to protect London's Green Belt from inappropriate development.

## **Housing for 'blue light' emergency workers**

**Question No: 2018/0429**

[Keith Prince](#)

What is your view of the proposal by the London Chamber of Commerce and Industry (LCCI) that you as Mayor should assume an owner-landlord position for affordable housing stock dedicated for London's 'blue light' emergency workers?

[The Mayor](#)

My draft housing strategy sets out a range of measures to help lower paid workers access housing in London, including 'blue light' emergency workers. I am working with public sector bodies, including the London Fire Brigade as part of the GLA Group, to provide discounted housing to staff on their own land.

## **Oxford Street Pedestrianisation (1)**

**Question No: 2018/0430**

[Keith Prince](#)

Will the Mayor explain how the current phasing of the Oxford Street pedestrianisation plans have been developed and does he agree that excluding the Marble Arch end of Oxford Street from Phase One risks having a hugely detrimental commercial impact to this area? What measures will he introduce to mitigate any negative impacts?

[The Mayor](#)

Oxford Street Transformation is a major project in the heart of the West End that can only be delivered in phases. This approach maintains my commitment to make the improvements with the least disruption to Londoners during construction.

Transport for London (TfL) recently consulted on detailed plans for the first phase, which covers the section between Oxford Circus and Orchard Street. However, we are applying a district-wide approach to the transformation and this first phase also proposes improvements further west towards Marble Arch and in surrounding streets. This includes wider pavements where possible, less street clutter and a new cycle and pedestrian crossing at Park Lane.

TfL and Westminster City Council will work with local partners to look at the feasibility of further improvements to the Marble Arch end of Oxford Street.

## **Oxford Street Pedestrianisation (2)**

**Question No: 2018/0431**

[Keith Prince](#)

Does the Mayor agree that having a bus route (Number 94) turning around North Row, as part of the Oxford Street pedestrianisation plans, runs counter to attempts to improve air quality on Oxford Street - especially considering all other bus routes are being relocated to Marble Arch?

[The Mayor](#)

Air quality is expected to improve across the Oxford Street district as a result of our plans. Some buses will still run through the area as it is essential to maintain connections and public transport provision for bus users. These vehicles will be modern, clean and quiet buses that meet the latest emissions and ULEZ standards. The proposed 94 route using North Row balances the requirements to take bus passengers as close to the new traffic-free area as possible while also relieving some of the pressures at Marble Arch on bus stops and stands, and the numbers of passengers interchanging.

Transport for London is currently reviewing many thousands of responses following the recent consultation. Suggestions for changes to the plans will all be considered before TfL and Westminster City Council bring forward final proposals for a decision later in the year, including any changes to proposals for the bus network.

## **W12 Bus Service**

**Question No: 2018/0432**

[Keith Prince](#)

What action has the Mayor taken with the London boroughs of Redbridge and Waltham Forest to resolve the reduction in W12 bus service from 3 per hour to 2 per hour?

[The Mayor](#)

In December, route W12 had its frequency reduced from three to two buses per hour following a decrease in patronage. Prior to this, the W12 had not been meeting its performance targets and thus not offering the level of service that customers expect. However, since the frequency changes, the service has been exceeding its reliability targets, whilst also meeting capacity requirements. Transport for London (TfL) will however continue to keep route W12 under review.

TfL has met with both boroughs at a senior level to discuss route W12 and will continue to work with all boroughs on significant bus service changes.

## **PHVs**

**Question No: 2018/0433**

[Keith Prince](#)

Why has the Mayor not removed congestion zone exemption from PHVs that are not registered with Private Hire Operators?

[The Mayor](#)

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

## **Lyft**

**Question No: 2018/0434**

[Keith Prince](#)

It has been reported recently that there have been meetings between TfL and Lyft. Has Lyft expressed their desire to enter the London market?

[The Mayor](#)

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



## **Impact of Driverless Technology**

**Question No: 2018/0435**

Keith Prince

Will the Mayor commission an impact assessment of driverless technology on the Taxi and Private Hire markets?

The Mayor

My draft Transport Strategy makes clear that it is important for London to be prepared for all transport-related technological advances, seeking to manage them so they work best for Londoners.

I want to understand the full range of impacts that autonomous vehicle technology may have on all modes of transport in London, including the taxi and private hire sector. It is not yet clear when these technologies may come to market, which means that the evidence required to make meaningful impact assessments is not yet available. I will work with Transport for London to take a view on when and how to make such assessments.

The taxi and private hire industry is changing rapidly and I want to ensure London remains the world leader in regulating taxi and private hire services while maintaining the safety of passengers. Transport for London (TfL) recently published a policy statement setting out out how private hire and ride-sharing services will operate in the

capital in the future. Whilst the policy statement does not explicitly deal with autonomous vehicle technology, it demonstrates how TfL is keeping pace with technological change to ensure the highest possible standards are maintained.

The policy statement can be viewed here: <http://content.tfl.gov.uk/private-hire-policy-statement.pdf>

## **PHV Signage**

**Question No: 2018/0436**

Keith Prince

The Mayor has previously stated the consultation on PH signage should be completed by the end of 2017. Why has there been a delay?

The Mayor

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

## **Turnham Green**

**Question No: 2018/0437**

[Tony Arbour](#)

What is TfL's current timetable for the introduction of a regular Piccadilly line stopping service at Turnham Green?

[The Mayor](#)

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

### **Written response from the Mayor received 07/03/2018**

My Transport Strategy sets out proposals to optimise services in west London by running Piccadilly line services to Ealing Broadway instead of the District line once the upgrades are complete in the 2020s. This will enable Transport for London (TfL) to increase frequencies on the District line to the busier Richmond and Wimbledon branches. A regular Piccadilly line stopping service would be introduced at Turnham Green once TfL has delivered the Piccadilly line upgrade, due by 2026, as part of the Deep Tube Upgrade Programme.

More information about TfL's upgrade of the Piccadilly line is available at

<https://tfl.gov.uk/campaign/tube-improvements/what-we-are-doing/improving-the-trains>.

## **Land for housing**

**Question No: 2018/0438**

[Tony Devenish](#)

How will you ensure that your MOL policies do not adversely impact on plans by public and private sector organisations to release surplus land for housing?

[The Mayor](#)

Metropolitan Open Land (MOL) protects and enhances the open environment, and is highly valued by Londoners, helping to improve quality of life. That is why I have included strong protection for MOL in my new draft London Plan. Applying the principles set out for Green Belt in the NPPF, my draft Plan stipulates that those seeking to release land designated as MOL for development through a planning application need to show very special circumstances.

## **Shell FarePilot**

**Question No: 2018/0439**

[Tony Devenish](#)

Does Shell's FarePilot app private hire taxi application to TfL illustrate that major corporates will displace SME operators thanks, in part, to the Mayor's additional cost burdens on SME operators

[The Mayor](#)

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

## **Permitted development**

### **Question No: 2018/0440**

[Tony Devenish](#)

Does the Mayor share the concerns of the Local Government Association and others regarding the proliferation of 'phone boxes' on London's streets, which are currently allowed under permitted development but are in fact little more than advertising sites? Would the GLA and TfL support a review of these outdated permitted development rights to avoid unnecessary street clutter?

[The Mayor](#)

Yes, I would support a review of the permitted development rights for installing phone boxes on London's street.

I have set out clear policies for managing street clutter in my new London Plan that support the removal of unnecessary street furniture and refusal of planning applications for the introduction of unnecessary street furniture.

## **Carillion**

### **Question No: 2018/0441**

[Tony Devenish](#)

What practical support has the Mayor offered Carillion's London-based subcontractors? Has an officer or team been appointed to support such work?

[The Mayor](#)

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

## **Chinese Visas**

### **Question No: 2018/0442**

[Tony Devenish](#)

Brian Bickell, Chairman of UK China Visitor Alliance, recently called for a ten-year China Visa (2 February). Do you support his calls and will you look to further post-Brexit links between China and London?

[The Mayor](#)

I'm making the case loud and clear for a fair, flexible visa system that allows London to attract tourists, students, business visitors and talent, including from China. My official overseas promotional agency, London & Partners, is working with UK China Visitor Alliance and other tourism bodies to explore practical ways to support the growth of visitors to London.

As Brexit approaches, it is more important than ever to show the world that London is open for business. That means working with other countries across the world, including China, one of our most important markets. The Government needs to get on with introducing its plans for a 10-year visitor visa for Chinese nationals. I will be working with Chinese businesses to strengthen economic and cultural ties with this great nation.

## **Housing Zones**

### **Question No: 2018/0443**

[Tony Devenish](#)

You have announced that some Housing Zones will not be receiving funding. What do you propose to do to move forward these Housing Zones? Would you consider crowdfunding one Housing Zone for smaller builders, Community Land Trusts and self-builders?

[The Mayor](#)

Please see answer to Mayor's Question 2018/0483

## **Mayoral CIL and smaller developers**

### **Question No: 2018/0444**

[Tony Devenish](#)

As called for by the London Chamber of Commerce and Industry (LCCI), in order to support smaller developers, would you consider allowing developers of sites under 50 units to defer payment of the Mayoral Community Infrastructure Levy (MCIL) until the homes have made it to market?

[The Mayor](#)

This is not possible under the Community Infrastructure Levy (CIL) regulations as they currently stand. Under these regulations, payment by instalments relate to the total level of CIL liability, and cannot be related to the number of units.

Both Mayoral and Borough CIL are collected by the collection authority - the boroughs and the Mayoral Development Corporations. Any instalments policy they have take precedence over my CIL instalments policy. When officers discussed this proposal with CIL collection officers in the boroughs, they were reluctant to change policy as there are additional administrative costs to the collection authorities for collecting relatively small amounts of revenue.

From 1 January 2018, the threshold for paying by instalments was lowered from £500,000 (set by my predecessor) to £100,000.

## **Heathrow (1)**

**Question No: 2018/0445**

[Tony Devenish](#)

Has Heathrow shared with TfL or the DfT the details to mitigate the significant overcrowding that would be caused by an additional 170,000 daily trips compared to today if Heathrow expansion goes ahead?

[The Mayor](#)

The surface access challenge faced by Heathrow expansion has critical implications not only for London's road and rail networks but also for the city's air quality and public health. Based on what Transport for London (TfL) has seen to date, Heathrow Airport Limited (HAL) is seeking to expand on the basis of no new surface access infrastructure, apart from the highway diversions necessary for the expansion.

Given the surface access proposition is fundamental to expansion, TfL would have expected greater detail to have been made available by HAL in their recently launched Development Consent Order consultation and the Government's National Policy Statement. There is no commitment or funding from HAL or Government for any increase for public transport access to the airport, and there does not seem to be a plan to accommodate the additional 170,000 daily trips that the expansion is expected to create without a significant increase in highway trips.

TfL has called on HAL to be fully transparent with the analysis it has done and set out, as soon as possible, a credible plan for how the surface access challenge can be addressed. This must be able to meet the increase in capacity, while delivering a shift to sustainable modes of transport.

## **Heathrow (2)**

**Question No: 2018/0446**

[Tony Devenish](#)

When would development consent including these full details be available?

[The Mayor](#)

## **Bus Mileage (1)**

**Question No: 2018/0447**

[Tony Devenish](#)

The most recent TfL Business Plan proposes reductions in bus mileage of over 7% cumulatively when comparing 2016/17 and 2019/20. It also notes that the Mayor's Transport Strategy proposes that bus mileage in outer London be protected. If the whole cut were to fall on inner London, routes serving Royal Borough of Kensington and Chelsea residents could see a mileage reduction of 20%, with many routes being lost altogether and others operating with reduced frequency. Do you believe this would be acceptable?

[The Mayor](#)

The bus network has a critical role to play in delivering the aims of my draft Transport Strategy. I am committed to transforming the quality of bus services to offer more reliable, accessible, comfortable and convenient travel.

Central London is extremely well served by bus routes, with oversupply in some parts and new public transport provision such as the Elizabeth line likely to change demand further. Transport for London is therefore improving the efficiency of the bus network in central London to increase reliability, remove duplication and match changing demand. In outer London, where provision is not as good, buses will be used to support growth and provide public transport options in parts of the city where there are currently few attractive alternatives to car use for some trips.

## **Bus Mileage (2)**

**Question No: 2018/0448**

[Tony Devenish](#)

If you do believe a 20% cut in Inner London bus mileage is acceptable, how would you justify this change to residents in my constituency?

[The Mayor](#)

Please see answer to Mayor's Question 0447

## **Tube Noise**

**Question No: 2018/0449**

[Tony Devenish](#)

On the 29th January, The Evening Standard published a story with the headline 'Tube Lines that are as loud as rock concerts'. Do you think the stated decibel levels, such as 95.4 decibels from Holland Park to Notting Hill Gate and 93.5 decibels from Baker Street to St John's Wood, are acceptable?

[The Mayor](#)

Transport for London (TfL) is committed to doing everything it can to make sure that the Tube is a safe environment for its customers and staff. TfL has installed noise dampening technology on the track at both Notting Hill Gate and Baker Street stations to reduce the impact of noise within nearby homes. TfL regularly monitors how this impacts noise levels to ensure that they are below those set by the Health & Safety Executive.

While customers travelling on our network do experience noise, higher volumes tend to be for short periods of time and Health & Safety Executive guidance suggests it is highly unlikely to cause any long-term damage to customers' hearing. The 85 decibel level quoted should not be exceeded as an average over an eight-hour working period rather than for individual noise events, such as those experienced on the Tube.

TfL replaces rails on a cyclical basis in order to ensure a quieter and smoother journey and is continuing to investigate other innovative solutions to further reduce noise.

## **Pimlico Tube Noise (1)**

**Question No: 2018/0450**

[Tony Devenish](#)

What is London Underground's long term solution for resolving the noise problem in Pimlico for those living above the southbound track of the Victoria Line?

[The Mayor](#)

In certain areas, Transport for London (TfL) is experiencing challenging and often complex conditions not always associated with the condition of its infrastructure. Between Victoria and Pimlico, TfL's engineers have inspected the southbound track on numerous occasions over the last three years to look for signs of wear and tear that can lead to noise, but have found the track to be in a very good condition.

TfL replaces rails on a cyclical basis in order to ensure a quieter and smoother journey. At the moment, there are no reasons why, with regular rail grinding and replacement as necessary, that the track should not last at least another twenty years.

I expect TfL to maintain regular and open communication with residents as it explores any further measures that can be taken in this area. TfL officers have recently met with residents in their homes to discuss their concerns and their noise experts will continue these discussions.

## **Pimlico Tube Noise (2)**

**Question No: 2018/0451**

Tony Devenish

When will this solution to resolve the noise problem in Pimlico for those living above the southbound track of the Victoria Line be completed?

The Mayor

Please see answer to Mayor's Question 2018/0450

## **Step-Free Access**

**Question No: 2018/0452**

Tony Devenish

Please provide a list of all the Tube Stations in London, listing which stations have step-free access, which stations are due to become step-free and when, how much the work to make each of those stations step-free will cost, and which stations does TFL have no current plans to convert to step free access.

The Mayor

The £200m investment that I announced to make Tube travel more accessible is the biggest investment in the network's 155-year old history, and will help to bring the total number of Underground stations with step-free access to all platforms to more than 100. This represents more than 40 per cent of the network, a significant increase from the current level of 27 per cent.

A list of all 72 Tube Stations that currently offer step-free access can be found on the Step-Free Tube guide: <http://content.tfl.gov.uk/step-free-tube-guide-map.pdf>

23 stations of the planned 30 to be made Step-free by 2022 have been announced. These are:

Harrow-on-the-Hill

Newbury Park

Buckhurst Hill

Knightsbridge

Colindale

South Woodford

Mill Hill East

Amersham



Osterley  
Cockfosters  
Burnt Oak  
Debden  
Hanger Lane  
Ickenham  
Northolt  
Sudbury Hill  
Wimbledon Park  
Boston Manor  
North Ealing  
Park Royal  
Rickmansworth  
Ruislip  
Snaresbrook

A further seven stations to benefit from the £200m investment will be announced in summer 2018.

The new lifts at Bromley-by-Bow will be opening in Spring and work is also progressing at vital interchanges including Victoria, Bank and Finsbury Park. The two new stations on the Northern line extension opening in 2020 will be step-free. The full opening of the Elizabeth line in 2019 will also deliver huge improvements in accessibility. The line will provide a key new east-west link across the capital, serving step-free stations at the heart of London, with all platforms and trains accessible and step-free. All London Underground stations which have an interchange with the Elizabeth line, such as Paddington, Moorgate, Ealing Broadway, Farringdon and Whitechapel will have a step-free interchange.

TfL has prioritised stations for step-free access based on their strategic importance, for example targeting areas without accessible stations or interchanges that will allow people to access different route options. Other criteria are taken into account such as scheme deliverability and cost. Through the step-free access programme, TfL hopes to deliver an equitable spread of step-free stations across London and reduce the excess Journey Time that disabled people have to spend travelling. The average cost of implementing step-free access across the 30 stations is £6.5m.

## **Reverse Solar Auction**

**Question No: 2018/0453**

[Leonie Cooper](#)

What progress has been made on your reverse solar auction?

[The Mayor](#)

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

## **Reverse Solar Auction (2)**

**Question No: 2018/0454**

[Leonie Cooper](#)

When will Londoners be able to register their interest in taking part in this scheme?

[The Mayor](#)

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

## **Energy Efficiency Fund**

**Question No: 2018/0455**

[Leonie Cooper](#)

What are the targets and deadlines for the Mayor's forthcoming Energy Efficiency Fund (MEEF)?

[The Mayor](#)

MEEF will provide repayable finance for low carbon infrastructure projects and delivery is anticipated to lead to a range of outcomes including:

- at least 17 megawatts of additional renewable energy;
- decrease of greenhouse gases by at least 36,746 tonnes of carbon dioxide or equivalent per annum;
- decrease in primary energy consumption by public buildings, by at least 747,190 kilowatt hours per year; and
- at least 774 households with improved energy consumption.

MEEF is to be established this year and will have a 20-year life span; but early outcomes will be achieved in the next few years, as the first tranche of projects complete.

## **Renewable Energy supported by London Pension Fund Authority**

**Question No: 2018/0456**

[Leonie Cooper](#)

What renewable energy projects are directly supported by the London Pension Fund Authority?

[The Mayor](#)

As of the end of December 2017 the LPFA had a c. 2.2% exposure in Cleantech assets. The majority of this exposure was through direct and indirect Infrastructure, Credit and Private Equity assets.

Direct assets where LPFA is invested in include: Investment into Clyde Wind Farm (second largest onshore wind farm in the UK); Portfolio of Bi-energy (several sites across the UK consisting of anaerobic digestion, Energy from waste, etc.); Biomass power plants in Australia (Cape Byron); Portuguese onshore wind assets alongside EDF (Guild Investments); and UK solar co-operative (Westmill Solar).

Indirect assets where LPFA is invested in include: Foresight Environmental Fund; Impax renewable energy Funds I and II; Glenmont Clean Energy Fund; InfraRed Environmental Infrastructure Fund II; Capital Dynamics Clean Energy & Infrastructure Fund; I Squared Global Infrastructure Fund II; Zouk Cleantech Funds I & II; and Robeco Cleantech Fund II.

## **Renewable Energy supported by London Pension Fund Authority (2)**

**Question No: 2018/0457**

[Leonie Cooper](#)

Is further investment in renewable projects being considered?

[The Mayor](#)

LPFA is committed to being a long term responsible investor with a comprehensive policy on climate change. As such, LPP takes active steps to identify related risks, mitigate their impact and ensure there is appropriate engagement on key issues either individually or through collective initiatives. The LPFA is currently at the forefront of local government pension funds in the UK investing in green projects

LPP is supportive of renewable and / or Cleantech projects on behalf of its clients, and is always examining new opportunities. However, as with any investment, this is assessed on case-by-case basis in terms of the project's economic soundness and attractiveness, which also must be in line with the strategic objectives of LPFA's clients.

## **Energy Efficiency supported by London Pension Fund Authority**

**Question No: 2018/0458**

[Leonie Cooper](#)

Has the London Pension Fund Authority supported any energy efficiency investments?

[The Mayor](#)

All direct property investments have an asset management plan which includes looking at improvements to make buildings more energy efficient. In addition, LPP has a policy of funding Solar PV panels for clean energy generation on buildings wherever it is financially viable and it has the agreement of tenants. As such, LPP is currently reviewing the implementation of this policy for a number of UK warehouses in the LPFA direct property portfolio.

## **Heat Networks supported by London Pension Fund Authority (4)**

**Question No: 2018/0459**

[Leonie Cooper](#)

Has the London Pension Fund Authority supported any heat network investments?

[The Mayor](#)

LPFA have an allocation to Iona Capital, who invest in renewable infrastructure projects in the BioEnergy sector. Within this investment, all of the six main projects generate surplus heat which they try to use where possible. At Brocklesby Biogas this heat is supplied to a local factory to be used as part of their industrial process. In the more isolated farm based locations they typically use the surplus heat in the pasteurisation process, heating farm buildings and/or to dry wood for biomass fuel.

## **Energy Leap projects**

**Question No: 2018/0460**

[Leonie Cooper](#)

Please provide details of the Energy Leap projects to be taken forward by Sutton Housing Partnership, Genesis and Moat Housing.

[The Mayor](#)

Each of our housing provider partners has drawn up a shortlist of four to ten properties which are highly suitable for Energy Leap. Tenant consultation is ongoing for these properties, therefore we cannot provide details until this is complete, which is likely to be later in the year

The final properties for the pilots are likely to be:

- social rented accommodation
- constructed between 1950 and 1980
- semi-detached houses or low-rise flats
- of a simple built form.

## **RE:FIT**

**Question No: 2018/0461**

[Leonie Cooper](#)

Please list all RE:FIT projects undertaken in 2017?

[The Mayor](#)

In 2017 there were four projects where installation works were undertaken through RE:FIT:

The four projects where measures were installed, included:

- Royal Botanic Gardens Kew (controls)
- London Borough of Hounslow (solar PV and lighting)
- DEFRA - Nobel House (building controls)
- London School of Economics (building controls and lighting).

In addition, six projects were supported by RE:FIT which were at the project scoping and procurement stages - the two key delivery stages prior to installation.

The projects in the earlier phases of delivery cover a range of technologies - solar PV, lighting, battery storage, controls and Combined Heat and Power. They are also across a range of sectors - from local authorities to hospitals, universities, banks and Transport for London.

## **Licence Lite (1)**

**Question No: 2018/0462**

[Leonie Cooper](#)

How much electricity is being purchase through your Licence Lite scheme?

[The Mayor](#)

During its pilot phase Licence Lite is forecast to purchase the following electricity volumes during the 12-month project - the actual volumes involved be could be higher or lower:

300 MWh of generation from Peabody;

2,800 MWh of generation from Scottish and Southern Energy

The amount of generation purchased is not expected to be an exact match for that required by the two TfL depots Licence Lite is supplying. As part of the GLA contract with RWE nPower, they will purchase the additional 'top-up' electricity to ensure TfL's entire electricity demand is met. This is forecast to be 1,100 MWh but could be lower or higher.

## **Licence Lite (2)**

**Question No: 2018/0463**

[Leonie Cooper](#)

What proportion of TfL's total electricity consumption does this represent?

[The Mayor](#)

TfL is forecast to consume 1,600,000 MWh of electricity during 2018. The Licence Lite pilot is forecast to supply TfL 4000 MWh of electricity during the same period which represents 0.25% of TfL's electricity demand.

It should be noted that this is a pilot scheme that is testing the business case to inform the decision whether to implement a longer-term business plan. The aim is to support and encourage more local low carbon electricity generators.

### **Licence Lite (3)**

**Question No: 2018/0464**

[Leonie Cooper](#)

What types of generation from Peabody Services and Scottish & Southern Energy (SSE Heat Networks) are providing power to your Licence Lite project?

[The Mayor](#)

Peabody Services will be supplying Licence Lite with electricity from 11 PV installations on its housing in Hackney and Southwark from 1st April 2018 when its existing supplier releases their meters to Licence Lite.

Scottish and Southern Energy is currently supplying electricity from its 1.2 MWe gas-fired combined heat and power plant located in Woolwich Arsenal.

To ensure that the energy supplied is low carbon, generators are appointed through a Licence Lite Generator Framework mini-competition. This requires bidders to complete a prescribed calculation to determine the level of CO2 savings. There is a fail criterion for generating plant that do not achieve CO2 savings.

### **Licence Lite (4)**

**Question No: 2018/0465**

[Leonie Cooper](#)

Your draft Solar Action Plan states that should "the first phase [of TfL's solar PV project] be successful, further projects may be undertaken on TfL's portfolio of over 1,000 buildings." Is analysis of the suitability for solar PV now being undertaken on these 1,000 TfL owned buildings?

[The Mayor](#)

An analysis of the suitability for solar PV has already been completed on TfL's portfolio of over 1,000 buildings, which was used to prioritise buildings for phase 1. Work is now underway with the RE:FIT supplier Engie on detailed solar feasibility assessments of these buildings. TfL are continuing to assess opportunities for building energy efficiency retrofit and low carbon energy across their portfolio.

## **Transport accessibility.**

**Question No: 2018/0466**

[Tom Copley](#)

Apart from the existing Wayfinder trial, what plans do you have in the Mayor's Transport Strategy to make London's transport system more accessible for people with a sensory disability?

[The Mayor](#)

Inclusive design is at the heart of my strategy and I am determined to improve the transport experience for people with sensory impairments.

The Healthy Streets Approach will benefit people with sensory impairments in multiple ways, for example through removing clutter on streets and introducing better wayfinding such as tactile paving.

There are also specific improvements to make buses and stations more accessible and inclusive, including tactile paving on stairs, hearing loops, and better availability of audio and visual information. All new Elizabeth line trains will also have visual and audio information on-board. There are also plans to improve and reduce crowding, making it easier to navigate through the transport network.

I am also committed to ensuring staff are available while services are operating, to provide disabled customers with the support and advice they need.

## **Homes on TfL Land (1)**

**Question No: 2018/0467**

[Tom Copley](#)

Your first TfL Business Plan, published in December 2016, said, "We have increased the scale and pace of this development". Can you explain how the scale and pace has changed? Will you be delivering more than 10,000 homes by March 2026?

[The Mayor](#)

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



## Homes on TfL Land (2)

**Question No: 2018/0468**

[Tom Copley](#)

Your first TfL Business Plan, published in December 2016, said, "our target is for 50 per cent of these homes to be affordable". This was a brand-new commitment as your predecessor did not mention an affordable housing target. Has that commitment had any effect on the pace of this property development work?

[The Mayor](#)

TfL's development programme has accelerated under my mayoralty. Last year they brought to market sites that will deliver over 1,000 homes, 50% of which will be affordable. This year TfL is on track to bring sites to market that will deliver in excess of 3,000 homes, 50% of which will be affordable.

## Homes on TfL Land (3)

**Question No: 2018/0469**

[Tom Copley](#)

Your second TfL Business Plan, published in December 2017, said, "Over the course of this Business Plan [2018/19 to 2022/23] we will progress the development of 300 acres of land for housing and commercial space. By 2020/21, we will start on property development sites that will provide 10,000 new homes, half of which will be affordable, and a million square feet of offices, shops and workspace". Does this mean that ground will have been broken on all 75 sites, by the end of March 2021 and that all the 10,000 homes will have been built by March 2023?

[The Mayor](#)

Transport for London (TfL) has established a development pipeline which will see it start on sites which are capable of delivering at least 10,000 new homes by March 2021. The sites necessary to deliver this are subject to change dependant on the planning process, operational complexity and market conditions, to ensure TfL meets its financial and affordable homes targets.

Completion dates will vary on a site-by-site basis.

## **Homes on TfL Land (4)**

**Question No: 2018/0470**

[Tom Copley](#)

In May 2016 you said, "We estimate that TfL land could support between 20,000 and 40,000 new homes, depending on the available financial subsidy and allowable densities". Since you made that statement has the financial subsidy and allowable densities changed? What effect has this had on your estimation of 20,000 to 40,000 homes on TfL land?

[The Mayor](#)

I was disappointed that the Government's Budget in November 2017 included no additional financial support for affordable housing in London. In November, I also published my draft London Plan which promotes the development of new and affordable housing at higher densities. TfL will continue to assess its estate within the current policy context to identify additional opportunities to develop as many new homes for Londoners as possible.

## **Homes on TfL Land (5)**

**Question No: 2018/0471**

[Tom Copley](#)

Will you list the 75 sites TfL has identified and outline how many homes each site will support and how many on each site will be affordable?

[The Mayor](#)

The development pipeline is under constant review, and sites are subject to change dependent on feasibility outcomes and commercially confidential negotiations. Transport for London (TfL) continues to assess sites across London, working with engineers and operational teams to unlock development opportunities.

TfL will announce sites once it has carried out the necessary due diligence needed to bring them forward. For a list of sites that TfL has already announced, please see my response to your question 2018/0474. The percentage of affordable housing built on TfL land, brought to market since May 2016, will be 50% on average across TfL's estate.

## **Homes on TfL Land (6)**

**Question No: 2018/0472**

[Tom Copley](#)

In May 2016 you estimated that TfL land could support, "between 10,000 and 30,000 homes on additional sites, which have been identified as part of a review of TfL's landholdings across London. In July 2017 you said, "Over the past year, TfL has been looking at opportunities on other land holdings [An additional 300 acres], including Crossrail and DLR sites, as well as car parks, and this work is ongoing. TfL has prioritised some of the additional sites, and these will now be brought to market to deliver additional housing." Will you list the sites TfL has identified and outline how many homes each site will support and how many on each site will be affordable?

[The Mayor](#)

TfL continues to assess sites across London, working with engineers and operational teams to unlock development opportunities at car parks, worksites, bus garages and depots. The development pipeline is under constant review, and sites are subject to change dependant on feasibility outcomes and commercially confidential negotiations.

TfL will announce sites once it has carried out the necessary due diligence needed to bring them forward. For a list of sites that TfL has already announced, please see my response to your question 2018/0474.

## **Homes on TfL Land (7)**

**Question No: 2018/0473**

[Tom Copley](#)

In May 2016 you also said, "There may also be further capacity on 9,000 smaller so-called infill sites that are currently being assessed". Will you publish a copy of this assessment, including details of the sites that could support housing, how many homes each site will support and how many on each site will be affordable?

[The Mayor](#)

Over the course of July and August 2017, Transport for London (TfL) assessed its sites under 2 acres, and have brought forward the first 10 pilot sites to market through my 'Small Sites, Small Builders' programme - which are estimated to have capacity to deliver 111 homes.

TfL will announce further details on the additional sites as soon as it can once operational, planning and development reviews have taken place.

## Homes on TfL Land (8)

**Question No: 2018/0474**

[Tom Copley](#)

In June 2016 you said, "What I have asked the Commissioner to do is to fast track scores of sites like Landmark Court that are suitable for development". Can you name the sites you have fast tracked?

[The Mayor](#)

In my first year Transport for London (TfL) brought forward five sites, capable of delivering 1,000 homes. This year (17/18) TfL has increased its pace, and is on track to bring forward sites capable of bringing an extra 3,000 homes to market, half of which will be affordable.

Sites fast tracked so far include Kidbrooke, Blackhorse Road, South Kensington, Landmark Court, Fenwick South, Northwood, and Limmo Peninsula, as well as 10 smaller sites which have come forward as pilot sites for the GLA's 'Small sites, Small Builders' programme.

## Homes on TfL Land (9)

**Question No: 2018/0475**

[Tom Copley](#)

In June 2016 you said, "The forecast for all income from property development activities is £33m for 2016/17 and £111m for 2017/18. What was the actual income received from property development in 2016/17? What is the forecast for 2017/18 through the life of this business plan to 2022/23? Please breakdown this figure by financial year.

[The Mayor](#)

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

## Homes on TfL Land (10)

**Question No: 2018/0476**

[Tom Copley](#)

In March 2014, Capco and TfL established Joint Venture to develop Earls Court 1 & 2 and provide 7,500 homes. 1,800 of those homes feature in the 10,000 homes target announced in March 2016. What is the timescales for delivery of these homes and how many of the 1,800 homes will be affordable?

[The Mayor](#)

Demolition of the former Earls Court exhibition centres and removal of the portal beams has just been completed and the joint venture is considering the first phase of development to be brought forward.

The existing consent was granted under my predecessor's administration and includes around 165 affordable homes. I would expect any revised masterplan coming forward to have substantially more affordable housing.

## **Homes on TfL Land (11)**

**Question No: 2018/0477**

[Tom Copley](#)

Following on from question [2017/2887](#) can you update me on the new five- and 10-year forecast for capital receipts from property development activity. If the new forecasts are different to the existing £850m and £1,100m forecasts can you explain why the figures have changed?

[The Mayor](#)

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

## **Homes on TfL Land (12)**

**Question No: 2018/0478**

[Tom Copley](#)

TfL currently has the following sites out to market;

South Kensington station - Kensington & Chelsea;

Northwood station - Hillingdon;

Blackhorse Road - Waltham Forest;

Landmark Court - Southwark; and

Fenwick South - Lambeth.

Can you confirm that this list is correct and outline how many homes you plan to build on each site and how many on each site will be affordable?

[The Mayor](#)

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

## **Homes on TfL Land (13)**

**Question No: 2018/0479**

[Tom Copley](#)

TfL has announced that it is looking to develop the following sites:

Parson's Green depot - Hammersmith & Fulham;

Wood Lane Arches - Hammersmith & Fulham;

Bank - City of London;

Southwark Jubilee line station - Southwark;

Harrow on the Hill - Harrow;

Nine Elms - Lambeth; and

North Greenwich - Greenwich.

Can you confirm that this list is correct and outline how many homes you plan to build on each site and how many on each site will be affordable?

[The Mayor](#)

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

## **Homes on TfL Land (14)**

**Question No: 2018/0480**

[Tom Copley](#)

In June 2017 you said, "TfL currently estimates that it will have completed the construction of 3,089 new homes by March 2021". Please provide details of completed constructions for future years so we can see when the 10,000 homes target will be delivered.

[The Mayor](#)

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

## Homes on TfL Land (15)

**Question No: 2018/0481**

[Tom Copley](#)

In June 2017 the Deputy Mayor for Transport, Val Shawcross, said, "It is our intention to have on TfL land 10,000 start ups by the end of this Mayor's period". Please list the actual or proposed start up dates for all 75 sites that will deliver your 10,000 homes on TfL land.

[The Mayor](#)

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

## Homes on TfL Land (16)

**Question No: 2018/0482**

[Tom Copley](#)

In July 2017 you said, "Over the past year, TfL has been looking at opportunities on other land holdings [An additional 300 acres], including Crossrail and DLR sites, as well as car parks, and this work is ongoing. TfL has prioritised some of the additional sites, and these will now be brought to market to deliver additional housing. Can you update me on what additional sites have been prioritised and how much housing each site is expected to deliver?"

[The Mayor](#)

See my answer to Mayor's Question 2018/0472.

## Increasing Housing Supply

**Question No: 2018/0483**

[Tom Copley](#)

The draft London Plan outlines that Outer London Boroughs will be required to accommodate a substantial proportion of London's overall need of 66,000 homes and expected to deliver 58 per cent of London's new build (compared with 41 per cent in the current plan)\*. Thus, these boroughs will experience the largest increases in raw numbers as well as the largest proportional increases to existing stock. How will current construction models be able to accommodate this increase in capacity?

\*The Draft London Plan 2017 [Policy H1 Increasing Housing Supply](#)

[The Mayor](#)

Current construction models can help to deliver the large-site element of outer London borough targets. However, I have been clear we need other models as well to build the homes Londoners need. That is why I have been using my powers and resources to encourage, small and medium builders, build-to-rent developers, housing associations, councils, and community-led housing groups. I have also been clear Government needs to give London substantially greater powers and resources if we are to meet the draft London Plan's housing targets.

## **Threshold approach**

**Question No: 2018/0484**

[Tom Copley](#)

The new draft London Plan extends the fast track route threshold of 35 per cent to a wider range of developments such as build to rent schemes. When and how will you assess whether your fast track route of 35 percent and 50 percent is working?

The Draft London Plan 2017 [Policy H6 Threshold Approach to Applications](#)

[The Mayor](#)

The threshold approach is already helping to increase the level of affordable housing secured through the planning system. Of the residential schemes referred to me since I have been in office, the average level of affordable housing approved has been 34%.

Ongoing progress will be monitored through the London Plan Annual Monitoring Reports. In my draft London Plan I have committed to reviewing the threshold level in 2021 to determine whether it should be increased.

My Affordable Housing and Viability Supplementary Planning Guidance and draft London Plan also require early and late stage reviews (depending on the level of affordable housing provided), which not only incentivise early delivery but will also secure additional contributions for affordable housing over time.

## **Rogue Landlords**

**Question No: 2018/0485**

[Tom Copley](#)

Analysis of Government figures has revealed that over 10% of privately rented homes in London are classified as unfit for human habitation.\* In April 2017, you announced the launch of a new online database to 'name and shame' rogue landlords which officially launched in December 2017. When will we be able to judge whether it is effective and what evidence will be used to judge this?

\*The Guardian [Hundreds of Thousands Living in Squalid Rented Homes](#) in England 28th Jan 2018 Accessed 30th Jan 2018

[The Mayor](#)

My Rogue Landlord and Agent checker should be judged against its three main objectives - to facilitate local authority information sharing, to empower renters to check landlords and agents in their area, and to allow all Londoners to easily make complaints about rogues. So far ten boroughs are sharing information, with more to follow soon, 680,000 renters can check landlords and agents in their area, and all Londoners are able to use our 'report a landlord' tool. I will continue to monitor progress against these objectives.



## **Housing Zones**

**Question No: 2018/0486**

[Tom Copley](#)

When allocating the funding for housing zones in your budget what criteria will you be using in selecting the zones? And what will happen to the areas that lose out on funding?

[The Mayor](#)

The final Housing Zone funding decisions were based on ensuring that the investment must accelerate and/or unlock housing supply and the counterparties were able to reach agreement with GLA by 31 January 2018. We are continuing to work with partners in all Housing Zones to provide support to accelerate and/or unlock housing supply. In many cases, partners may want the GLA's help with coordination and facilitation, and where funding is needed we will explore alternative funding sources.

## **TfL map**

**Question No: 2018/0487**

[Tom Copley](#)

Given that the upgraded Thameslink line will provide a Metro-type service of 24 trains per hour through central London will you ask TfL to reconsider and include Thameslink on the map?

[The Mayor](#)

London's Rail and Tube services map, which can be found at most Tube and rail station across London and online, shows all rail services in London, including Thameslink. This is jointly developed by Transport for London (TfL) and the Rail Delivery Group. Rail services are also included in the TfL Journey Planner tool.

The Tube map shows all services operated by TfL, including the London Overground and DLR. These TfL services, that will also include the Elizabeth Line, accept pay as you go with Oyster and Contactless payments along their entire routes, and are all 'turn up and go' services for customers with accessibility needs. Given this difference in service provision, TfL has no plans at present to include the Thameslink service on the Tube map.

## **Accessible Transport**

**Question No: 2018/0488**

[Tom Copley](#)

What criteria does TfL use to determine what stations and services are accessible to anyone with a visible and hidden disability or impairment? If such criteria exist, please provide a list of stations and services that are accessible to all and those that are not.

[The Mayor](#)

Transport for London (TfL) is committed to making its stations and services accessible for all customers on a 'Turn up and go' basis. Work is underway to further improve Inclusive Design standards and principles to improve accessibility across the network.

TfL's customers have many different requirements, which means there is no one set of criteria to determine the accessibility of stations and services.

Instead, TfL offers a wide range of support, infrastructure and information to ensure customers with a wide range of accessibility needs can get around easily and independently.

There are more than 200 step-free stations across the network to help wheelchair users, parents and carers with buggies and older people get around, audio/visual information for people with sensory impairments and staff trained in disability equality to ensure a good 'turn up and go' customer experience. TfL has also recently introduced the 'Please Offer Me a Seat' badge and card to help people with invisible impairments more easily get a seat.

## **Mandatory disability equality training for PHV drivers**

**Question No: 2018/0489**

[Tom Copley](#)

In January 2016 TfL said it was already taking action in the Private Hire Industry by introducing mandatory disability equality training for drivers. Can you update me on this project? How many drivers have been through this training and is it influencing the experience of those passengers with a visible and hidden disability or impairment?

[The Mayor](#)

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

## **Written response from the Mayor received 07/03/2018**

Transport for London (TfL) is currently progressing new regulations to assess private hire drivers and applicants on safeguarding, disability, equality and knowledge of private hire legislation as part of an enhanced driver assessment package.

This package will be a prerequisite for applicants for a new licence and for existing drivers upon renewal. TfL hopes to introduce it later this year.

Additionally, as part of my wider vision for a more accessible private hire fleet, TfL will soon be consulting on proposals to increase the number of wheelchair accessible private hire vehicles.

## **Shared Spaces**

**Question No: 2018/0490**

[Tom Copley](#)

How will you ensure that shared space projects developed as part of your Healthy Streets programme are inclusive of blind and partially sighted people? Will you take up the Common's Women & Equalities Committee's recommendation of a pause on new shared spaces until the Government updates its guidance to reflect the dangers they create for disabled people?

[The Mayor](#)

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

## **London Underground Network reliability**

**Question No: 2018/0491**

[Tom Copley](#)

TfL's Quarter 3 Customer and Operational Performance Report, that was published for the Customer Service and Operational Performance Panel on 24 January 2018, shows that London Underground Network reliability continues to be affected by staff unavailability, signalling, customer and fleet issues. Can you provide more details on what those issues are and how you are seeking to resolve them?

[The Mayor](#)

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

## **Excess Wait Time for routes serving the Wimbledon area**

**Question No: 2018/0492**

[Tom Copley](#)

TfL's Quarter 3 Customer and Operational Performance Report shows that there was a deterioration in Excess Wait Time for routes serving the Wimbledon area. Can you provide further details on the deterioration and what TfL is doing to prevent it happening again?

[The Mayor](#)

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

### **Written response from the Mayor received 07/02/2018**

Increased road works in parts of south-west London affected Excess Wait Time (EWT) during October and November last year. This included gas main repair works in Haydons Road, water main works in Wimbledon Road and Hartfield Road, and electricity works in Wimbledon Hill Road. Roadworks in other areas, such as gas works in Kingston town centre, also affected routes serving Wimbledon. EWT has now returned to low levels and is among the best in decades for most of the Capital.

Transport for London (TfL) cannot prevent sudden disruptions to the road network like emergency utility work. But it can, and does, respond quickly to minimise inconvenience to customers, for example by diverting routes. TfL is also addressing congestion reducing the time taken to clear up unplanned incidents, and ensuring utilities and roadworks are better coordinated.

During longer-term disruption, TfL looks at the worst performing routes to identify trends, checks local controls are working effectively, and adapts them if necessary. It works continually with bus operators to maintain good performance and check resource levels are sufficient to ease excessive impacts.

## **Kilometres lost to traffic delays**

**Question No: 2018/0493**

[Tom Copley](#)

TfL's Quarter 3 Customer and Operational Performance Report shows kilometres lost to traffic delays falling to the lowest level for more than 20 years. Contributory factors include a relatively low level of roadworks and a range of initiatives to improve operating conditions. What forecasts are TfL making on traffic delays? Do you expect the roadworks to increase for example? Do you believe that traffic delays will continue to fall?

[The Mayor](#)

Transport for London (TfL) is focusing on improving the recent performance of the bus network.

There are a number of road improvements planned for 2018, and the construction of these may affect traffic in some locations. TfL has therefore forecast a slight increase in the time it takes its road network to recover from unplanned and serious disruption over the next two years, as set out in its recent Business Plan. However, bus reliability and speed, although dipping slightly from this year's forecast, is expected to be broadly consistent over the five-year plan.

This will be achieved through a wide range of measures, including reducing the time taken to clear up unplanned incidents, re-routing bus routes, and ensuring utilities and roadworks are better coordinated. TfL will also continue working with the utility companies to support the planning of their major replacement programmes across the capital.

In addition to its 24-hour control centre which monitors the whole road network, TfL uses intelligent traffic lights fitted with sensors to monitor traffic levels in real time and adjust timings to keep traffic moving, which reduces delays by up to 13 per cent.

## **Bus Speeds**

**Question No: 2018/0494**

[Tom Copley](#)

TfL's Quarter 3 Customer and Operational Performance Report shows that over the last year Bus Speeds have levelled out and shown a slight recovery. How do you think bus speeds will change over the coming years and what effect will that have on the number of passengers?

[The Mayor](#)

Transport for London (TfL) will continue to work hard to maintain bus performance, manage congestion, and ensure bus travel remains an attractive option.

The current TfL Business Plan forecasts bus speeds to be maintained at 9.2 mph over the next five years until 2022/23. This represents a slight dip from this year's forecast, reflecting an increase in planned construction schemes.

TfL is also continuing to improve bus speeds through its Bus Priority Programme. This includes reviewing bus lane hours and using the traffic signal latest technology to give buses priority at junctions. Since April 2017, the Bus Priority Programme has delivered 137 schemes, saving around 18 bus operational hours in every morning peak.

## **Emirates Air Line Passengers**

**Question No: 2018/0495**

[Tom Copley](#)

TfL's Quarter 3 Customer and Operational Performance Report shows that there has been a 3% fall in the Number of passenger journeys on the Emirates Air Line. What has led to such a fall?

[The Mayor](#)

The fall in passenger journeys on the Emirates Airline (EAL) during Q3 is consistent with what we have seen elsewhere on the transport network in recent months. For example, recent figures from The Office of Rail and Road show that Govia Thameslink Railway, South Western Railway and Southeastern had drops of three, nine and four percent, respectively, when comparing Q1 and Q2 in 2016/17 and 2017/18.

Total EAL income continues to cover operating costs and has also begun repaying the infrastructure investment cost. The number of journeys is expected to grow in future as the redevelopment of the local area which EAL serves gathers pace.

## **Number of private hire vehicle drivers**

**Question No: 2018/0496**

[Tom Copley](#)

TfL's Quarter 3 Customer and Operational Performance Report shows that there has been a 1% fall in the Number of private hire vehicle drivers. What has led to such a fall?

[The Mayor](#)

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

## **Bakerloo Line to Bromley**

**Question No: 2018/0497**

[Tom Copley](#)

Following [question 2017/2909](#), can you confirm when TfL will be publishing the "Response to issues raised document" which was due to be produced by the end of 2017?

[The Mayor](#)

The 'Response to Issues Raised' report from the spring 2017 Bakerloo line Extension consultation was published on 20 February 2018. A further response will be published in summer 2018 following the conclusion of further technical work.

## **TfL Invitations to Tender**

**Question No: 2018/0498**

[Tom Copley](#)

TfL provide a list of [Invitations to Tender issued since April 2014](#). The list ends in January 2015. Will you commit to update the list and keep it updated?

[The Mayor](#)

Transport for London (TfL) is absolutely committed to operating in an open and transparent way and presumes that all its information should be made publicly available unless there are legitimate reasons why not. Unfortunately, there has been a problem with the process for publishing the dataset for tenders, which explains why the list ends in January 2015. I have told TfL to update the list as soon as possible and subsequently to update it on at least a quarterly basis.

## **The Tube Map (1)**

**Question No: 2018/0499**

[Tom Copley](#)

TfL's [standard tube map](#) shows a map of the 11 London Underground Lines, but also includes the DLR, Emirates Air Line, London Overground, TfL Rail & London Trams. It does not include the other railway lines in London, which are not run by TfL. Why have non-TfL services been excluded from the Tube map?

[The Mayor](#)

Please see my answer to Mayor's Question 2018/0487

## **The Tube Map (2)**

**Question No: 2018/0500**

[Tom Copley](#)

For a comprehensive map of the transport network in London you have to view the [London's Rail & Tube services](#) map. What are your thoughts on the suggestion that this comprehensive map should feature at all stations in London and the Tube Map that only partially shows the transport network should be retired?

[The Mayor](#)

Please see my answer to Mayor's Question 2018/0487

## **TfL Transformation programme**

**Question No: 2018/0501**

[Tom Copley](#)

In December 2017, I asked 9 questions on the TfL Transformation programme. The Tech & Data workstream, which was part of phase 1 of Transformation, impacted upon over 1,000 TfL staff and saw many leaving under early voluntary severance has been excluded from the data provided regarding number of vacancies and non-permanent labour. Additionally, Strategy and Network Development and Corporate Assurance are two concluded workstreams in Phase 2 of Transformation that have not been included, although their scale is smaller. Together, these workstreams constitute significant omissions, particularly Tech & Data in which there were hundreds of vacancies post Transformation. Can you explain why these workstreams were not included in your reply?

[The Mayor](#)

Technology & Data is included within Customers, Communication and Technology (provided in Mayor's Question 2017/5122 and Mayor's Question 2017/5123)

Strategy and Network Development is included in the London Underground workstream (provided in Mayor's Question 2017/5122 and Mayor's Question 2017/5123)

Corporate Assurance is a new function in Transport for London and therefore has no vacancy or non-permanent labour information.



## **The London Authorities (Parks and Open Spaces) Order**

**Question No: 2018/0502**

[Unmesh Desai](#)

A constituent has asked me to enquire whether any land, transferred under The London Authorities (Parks and Open Spaces) Order 1971, has been offered or passed back to the GLA because the boroughs to whom it was transferred did not wish to maintain the Parks and Open Spaces Order restrictions?

[The Mayor](#)

Please see answer to Mayor's Question 2018/0235

## **Met review of rape cases**

**Question No: 2018/0503**

[Unmesh Desai](#)

The Met has reported that 120 officers have been drafted in to review all rape cases throughout the Met due to problems with the disclosure process. Which roles have these officers come from and what impact will this create on backlogs in other areas?

[The Mayor](#)

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

## **Employment of Dedicated Ward Officers (1)**

**Question No: 2018/0504**

[Unmesh Desai](#)

What is the average length of service for dedicated ward officers currently in post?

[The Mayor](#)

As of January 2018 the average length of service for DWO's currently in post is 7.46 years.

## **Employment of Dedicated Ward Officers (2)**

**Question No: 2018/0505**

[Unmesh Desai](#)

How many dedicated ward officers have currently had more than two years of employment with the MPS?

[The Mayor](#)

As of the end of January 2018 the strength of current DWO's with more than 2 years Met service is 1,009.

### **Employment of Dedicated Ward Officers (3)**

**Question No: 2018/0506**

[Unmesh Desai](#)

How many dedicated ward officers have currently had less than two years of employment with the MPS?

[The Mayor](#)

As of end of January 2018 the strength of current DWO's with 2 or less years Met service is 303.

### **Employment of Detectives (1)**

**Question No: 2018/0507**

[Unmesh Desai](#)

How many detectives have currently had more than two years of employment with the MPS?

[The Mayor](#)

As of end of January 2018 the strength of current detectives with more than 2 years Met service is 6,592.

### **Employment of Detectives (2)**

**Question No: 2018/0508**

[Unmesh Desai](#)

How many detectives have currently had less than two years of employment with the MPS?

[The Mayor](#)

As of end of January 2018 the strength of current detectives with 2 or less years Met service is 252.

## **Employment of Detectives (3)**

**Question No: 2018/0509**

[Unmesh Desai](#)

What is the MPS's current level of detective shortage?

[The Mayor](#)

There are currently 748 detective constable vacancies.

Detective recruitment remains a challenging area and AC Gallan continues to lead a Met Diamond group to oversee the Met's action to resolve the shortfall.

The introduction of direct entry detectives in the summer of 2017 is anticipated to make a considerable difference and the first successful group of applicants has now begun training. This is a ground-breaking initiative that is making good progress.

Other means to improve the detective shortfall include additional courses to support potential trainee detectives through the National Investigative exam process; and investigative coaching and mentoring processes to support the development and experience of trainee detectives.

MOPAC will continue to monitor the number of detectives.

## Met officers' rest days

Question No: 2018/0510

Unmesh Desai

How many rest days were cancelled in each month in 2017?

The Mayor

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

### Written response from the Mayor received 05/03/2018

The number of cancelled rest days for each month is set out in the table below.

Certain bank holidays and the Notting Hill carnival make up a large proportion of cancelled rest days and this can distort the figures. Therefore, a separate column has been added that excludes cancelled rest days on these dates.

| All MPS    |        | Excluding impact of Bank Holiday and Notting Hill carnival |  |
|------------|--------|--|--|
| Jan-17     | 30656  | Excluding New Year's Day, 22071                            |  |
| Feb-17     | 19308  |  |  |
| Mar-17     | 22534  |  |  |
| Apr-17     | 32965  | Excluding Easter bank holidays, 22387                      |  |
| May-17     | 34256  | Excluding May bank holidays, 22693                         |  |
| Jun-17     | 27347  |  |  |
| Jul-17     | 23992  |  |  |
| Aug-17     | 34708  | Excluding Notting Hill Carnival, 22323                     |  |
| Sep-17     | 37597  |  |  |
| Oct-17     | 35826  |  |  |
| Nov-17     | 35690  |  |  |
| Dec-17     | 40133  | Excluding Christmas Day & Boxing Day, 29307                |  |
| 2017 total | 375012 |  |  |

## **Met staff sick leave**

**Question No: 2018/0511**

[Unmesh Desai](#)

Please provide the total number of staff on long-term sick leave at the MPS by year for 2014, 2015, 2016 and 2017.

[The Mayor](#)

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

## **Met shift lengths**

**Question No: 2018/0512**

[Unmesh Desai](#)

How many officers had shifts extended (e.g. from 8 hours to 12 hours) in each of the following years: 2014, 2015, 2016, 2017?

[The Mayor](#)

The Metropolitan Police Service (MPS) has taken the decision corporately to move Territorial Policing officers from 8, 9 or 10 hour shifts to 12 hours shifts on two occasions between 2014 and 2017.

The first occasion was in July 2016, after disorder in Hyde Park. The second occasion was March 2017 after the terrorist attack on Westminster Bridge.

This 12 hour extended shift applied primarily to Borough response teams. The specific number of officers affected on these two occasions is not readily available from MPS systems.

## **Sapphire Unit caseload (1)**

**Question No: 2018/0513**

[Unmesh Desai](#)

Are there targets for the caseload of a detective working in the MPS's Sapphire Unit?

[The Mayor](#)

Yes, there are targets and these are set to ensure that officers work to a manageable caseload. The MPS One Met Model have set the target of below 15 Rape cases for officers in the Sapphire Unit.

We recognise that officers are often encumbered by caseloads which are too high which can prevent them from being able to conduct their duties to the extent they would like. In the upcoming VAWG strategy we commit to working with the MPS to review the workload of officers involved in VAWG cases to ensure they have the time and resource they need to deliver the right response.

## Sapphire Unit caseload (2)

**Question No: 2018/0514**

Unmesh Desai

Please provide the average caseload of an officer in the MPS's Sapphire Unit for the following years: 2015, 2016, 2017?

The Mayor

The current average caseload for Detective Constables in the Child Abuse and Sexual Offences Command is 25. This data is taken at the current moment in time (16/02/2018); retrospective data cannot be recovered due to the configuration of the system.

Please refer to MQ513 with regard to MOPAC's response around officer caseloads in the upcoming VAWG strategy.

## Clare's Law (1)

**Question No: 2018/0515**

Unmesh Desai

Please can you provide a breakdown of disclosures made under the Right to Know element of Clare's Law by year, since its introduction in 2014.

The Mayor

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

### Written response from the Mayor received 07/03/2018

|               | 2014 | 2015 | 2016 | 2017 | 2018 | Total |
|---------------|------|------|------|------|------|-------|
| Right to Know | 66   | 183  | 215  | 352  | 36   | 852   |
| Right to Ask  | 104  | 114  | 122  | 127  | 19   | 486   |
| Total         | 170  | 297  | 337  | 479  | 55   | 1338  |

Although there is an upward trend in disclosures to date these numbers are still not strong enough. MOPAC will soon be reviewing existing measures around safeguarding victims of Domestic Abuse. This will include a look to disclosure schemes such as Clare's law as part of the VAWG strategy delivery. This work will focus on how we measure risk and protect potentially vulnerable people.

## **Clare's Law (2)**

**Question No: 2018/0516**

[Unmesh Desai](#)

Please can you provide a breakdown of disclosures made under the Right to Ask element of Clare's Law by year, since its introduction in 2014.

[The Mayor](#)

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

**Written response from the Mayor received 07/03/2018**

**Please see MQ515**

## **Domestic Violence cases (1)**

**Question No: 2018/0517**

[Unmesh Desai](#)

What percentage of domestic violence victims were repeat victims in 2017?

[The Mayor](#)

Please see appendix MQ0517 for the requested data for the MQs 0517, 0518 and 0520

Data was extracted from CRIS MIS & MetStats on 14/02/2018 for the recorded dates of January - December 2017

Data is subject to change over time as records are updated with the details of ongoing investigations.

## **Domestic Violence cases (2)**

**Question No: 2018/0518**

[Unmesh Desai](#)

In how many domestic abuse cases in 2017 was a child recorded as present?

[The Mayor](#)

Please see appendix MQ0518 for the requested data for the MQs 0517, 0518 and 0520

Data was extracted from CRIS MIS & MetStats on 14/02/2018 for the recorded dates of January - December 2017

Data is subject to change over time as records are updated with the details of ongoing investigations.

### **Domestic Violence cases (3)**

**Question No: 2018/0519**

[Unmesh Desai](#)

What % of police call outs in 2017 were attributable to domestic abuse incidents?

[The Mayor](#)

In 2017 the percentage of call outs attributable to domestic abuse incidents was 9.6% of the total.

The term "police call out" in this case refers to the actual physical deployment of a police officer.

### **Domestic Violence cases (4)**

**Question No: 2018/0520**

[Unmesh Desai](#)

In what % of domestic abuse cases was alcohol recorded as being involved in 2017?

[The Mayor](#)

**Please see appendix MQ0520 for the requested data for the MQs 0517, 0518 and 0520**

**Data was extracted from CRIS MIS & MetStats on 14/02/2018 for the recorded dates of January - December 2017**

**Data is subject to change over time as records are updated with the details of ongoing investigations.**



## **Domestic Violence cases (5)**

**Question No: 2018/0521**

[Unmesh Desai](#)

How many victims of homicide were recorded as relating to domestic abuse in 2017?

[The Mayor](#)

During 2017 the MPS recorded 134 homicide offences. This included 12 victims of the terrorist attacks (a further 2 victims died on London Bridge within the jurisdiction of the City of London Police).

Excluding victims of the terrorist attacks, the MPS recorded 122 homicide offences in 2017.

There were 9 victims of domestic homicide in 2017, a 44% reduction compared to 2016 when there were 16 victims of domestic homicide.

Tackling domestic abuse is a priority for the MPS, who work closely with statutory and non-statutory partners to tackle domestic abuse in all its forms.

## **Water safety [1]**

**Question No: 2018/0522**

[Unmesh Desai](#)

Following the outstanding example of TfL Piers to sign their lifebuoy boxes with the key message 'dial 999 and ask for the Coastguard', what is TfL doing to enhance rescue equipment and signage on its bridges and extensive embankments?

[The Mayor](#)

In January 2018, all river walls and Thames bridges owned by Transport for London (TfL) were inspected for the appropriate distribution of life buoys. TfL identified that 42 new installations were required, with a further 22 requiring updated information panels. This was determined using guidance provided by the RNLI. These are scheduled to be installed by the end of March.

A weekly inspection of all equipment is undertaken, with any missing life buoys replaced within 24 hours and damage to the housing repaired within seven days.

## **Water safety [2]**

**Question No: 2018/0523**

[Unmesh Desai](#)

How often and thoroughly is riverside safety equipment - for example, lifebuoy boxes - rigorously checked for condition by TfL?

[The Mayor](#)

On piers operated by London River Services, safety equipment is checked on a daily basis by the member of staff on duty. Any faults are reported to the London River Services management team and defective items replaced when necessary. A series of Planned General Inspections and Safety Tours are also carried out by members of the senior management team to ensure that these key provisions are in place and suitable for use.

Equipment on river walls and Thames bridges owned by Transport for London is inspected weekly, with any missing life buoys replaced within 24 hours and damage to the housing repaired within seven days.

## **Water safety [3]**

**Question No: 2018/0524**

[Unmesh Desai](#)

What safety training do TfL pier and security staff have in what to do in an emergency in terms of calling for help and doing what they can to save life; how much of this training is provided by the Royal Life-saving Society or RNLI; and is there continuation training?

[The Mayor](#)

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

## **Water safety [1]**

**Question No: 2018/0525**

[Andrew Dismore](#)

Does the London Resilience Forum include transport resilience and safety as part of its remit including river and water safety?

[The Mayor](#)

The London Resilience Partnership has a range of sector panels whose role is to promote collaboration on resilience issues within specific sectors. The Transport Sector Panel is chaired by TfL and the newly formed Thames Resilience Panel is chaired by the Port of London Authority.

In addition to the Thames resilience partnership the London Emergency Services Liaison Panel, which also reports to the London Resilience Forum, includes representation from the river sector to ensure effective coordination of services at the scene of an incident on the river.

Safety and Navigation on the tidal River Thames is the responsibility of the Port of London Authority. Two forums are concerned with water safety and are outside the governance of the London Resilience Partnership. They are the Tidal Thames Water Safety Forum and The River Safety.

## **Water safety [2]**

**Question No: 2018/0526**

[Andrew Dismore](#)

Are river search and rescue organisations represented at London Resilience Forum?

[The Mayor](#)

HM Coastguard leads on maritime Search and Rescue. The agency plays a full part in the work of the London Resilience Partnership, being represented at the Programme Board and at the London Emergency Services Liaison Panel. Services with a role in search and rescue includes the Metropolitan Police Service, London Fire Brigade, the Port of London Authority and the RNLI. These agencies, and the riparian boroughs, are represented on the newly formed Thames Resilience Panel chaired by the Port of London Authority. The RNLI also attends the voluntary sector panel of the London Resilience Forum.

## **Water safety [3]**

**Question No: 2018/0527**

[Andrew Dismore](#)

Will you work with, and co-ordinate, with the Boroughs to ensure that riverside public open spaces, including foreshores and embankments, are included within Borough risk registers?

[The Mayor](#)

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

## **Water safety [4]**

**Question No: 2018/0528**

[Andrew Dismore](#)

The biggest cause of loss of life on the river by drowning is suicide; what do you see as your and TfL's role in minimising and preventing this risk?

[The Mayor](#)

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

## **BCU mergers**

**Question No: 2018/0529**

[Andrew Dismore](#)

How much do you expect to save as the result of the merger of Camden and Islington BCU; and how much do you expect to save once the roll out across London has been completed?

[The Mayor](#)

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

## **Police station closures [1]**

**Question No: 2018/0530**

[Andrew Dismore](#)

How much do you expect to save as the result of the closure of police front counters in a) Barnet, b) Camden, and c) across London?

[The Mayor](#)

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

## **Police station closures [2]**

**Question No: 2018/0531**

[Andrew Dismore](#)

How many police stations in the last round of closures under the previous Mayor remain unsold?

[The Mayor](#)

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

### **Written response from the Mayor received 06/03/2018**

Three police stations approved for disposal under the previous Mayor remain in the process of being sold: Greenwich Police Station, Rotherhithe Police Station and Belvedere Police Station.

Contracts for the sale of Greenwich and Rotherhithe have exchanged and the sales are due to complete before the financial year end. Belvedere Police Station is under offer and the sale is expected to complete before the financial year end.

## **Drop in value of Sterling and impact on GLA Procurement**

**Question No: 2018/0532**

[Andrew Dismore](#)

What has been the impact on the GLA budget due to the drop in the value of Sterling?

[The Mayor](#)

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

## **Drop in value of Sterling and impact on Police Procurement**

**Question No: 2018/0533**

[Andrew Dismore](#)

What has been the impact on the Met Police budget due to the drop in the value of Sterling?

[The Mayor](#)

Since Brexit the value of Sterling against both the Dollar and Euro has fallen by an average of 15-18%, though recently there has been a slight recovery. The price of some goods, especially IT hardware which tends to be valued in Dollars, has increased significantly over this period though the cost of services which are valued in Sterling has only increased in line with inflation.

Potential foreign currency exposure impacts on IT costs and has been registered as a key risk by the Digital Policing (DP) Board, this is monitored through the standing DP risk management processes. The IT budgets includes a provision for inflation including such foreign currency impacts and this position is actively managed over the year to deliver IT services within budget.

## **Drop in value of Sterling and impact on TfL Procurement**

**Question No: 2018/0534**

[Andrew Dismore](#)

What has been the impact on TfL's budget due to the drop in the value of Sterling?

[The Mayor](#)

Transport for London (TfL) has not seen a material impact to date on procurement prices but expects inflationary pressure to continue. TfL uses financial risk management tools to respond to currency fluctuations and is working closely with its supply chain to deal with any cost risk.

## **Drop in value of Sterling and impact on LFB Procurement**

**Question No: 2018/0535**

[Andrew Dismore](#)

What has been the impact on London Fire Brigade's budget due to the drop in the value of Sterling?

[The Mayor](#)

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

**Written response from the Mayor received 07/03/2018**

Specific information on the impact of changes in the value of Sterling is not held. Whilst the LFB works with key suppliers to reflect inflationary pressures in the medium term forecasts, this work would not always seek to identify a specific link to changes in the value of Sterling.

## **Fires related to paraffin-based skin products (1)**

**Question No: 2018/0536**

[Len Duvall](#)

How many fires in London were related to paraffin-based skin products in 2017, 2016, 2015 and 2014? Where possible, please could you provide demographic information as to who was affected.

[The Mayor](#)

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

### **Written response from the Mayor received 06/03/2018**

How many fires in London were related to paraffin-based skin products in 2017, 2016, 2015 and 2014? Where possible, please could you provide demographic information as to who was affected.

The Brigade does not routinely record detailed information the involvement of paraffin based creams or other flammable emollients at fires (as they are not the cause, but an associated factor). The Brigade is however concerned by the anecdotal evidence that flammable creams can contribute to fire death when used by people with limited mobility and who are smokers (or otherwise near to flammable heat sources such as candles, cookers or heaters). A study of fatal fire reports between 2010 and 2017 showed there have been 10 fire deaths where emollient creams have been noted as a factor of the fire (of which there was 1 in 2015, 4 in 2016 and 5 in 2017). The increase in the most recent years is probably due to the current awareness of the issue and an increase in recording where emollients are present. The study did not look at the demographic characteristics of those who died. There has been no study carried out of non-fatal fire casualties who may have made use of emollient creams.

## **Fires related to paraffin-based skin products (2)**

**Question No: 2018/0537**

[Len Duvall](#)

How many fires in London related to paraffin-based skin products in 2017, 2016, 2015 and 2014 were recorded as a fatality?

[The Mayor](#)

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

### **Written response from the Mayor received 06/03/2018**

Please see above response (2018/0536).

## **Homeless Veterans in London**

**Question No: 2018/0538**

[Len Duvall](#)

Homelessness amongst veterans is a huge problem in London. I am aware that all London Boroughs have signed up to the Armed Forces Covenant in London. Progress, however, is slow. What action have you taken to support all London Boroughs in their obligations to assist former members of the Armed Services who may require help with housing or homelessness services?

[The Mayor](#)

**Last year, we encouraged Government to include clear advice on the entitlements of veterans in their guidance for local authorities about their duties towards homeless households. I was pleased to see this included in the draft and final versions of this guidance, which have now been published.**

**I was also pleased to recently have committed over £180,000 to Veterans Aid for their Welfare to Work programme - to ensure access to immediate emergency accommodation and support so that no veteran needs to sleep rough in London.**

## **Basic Command Units (1)**

**Question No: 2018/0539**

[Len Duvall](#)

Now that the borough mergers have been evaluated and the model is to be rolled out further, are you in a position to share with us what savings MOPAC expects the Metropolitan Police to make as a consequence of the mergers?

[The Mayor](#)

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

## **Written response from the Mayor received 06/03/2018**

The BCU model when fully rolled out across London, will deliver £73m, equating to a reduction of 1,583 police officer posts.



## **Basic Command Units (2)**

**Question No: 2018/0540**

[Len Duvall](#)

The Borough mergers are modelled to a police service of 30,000 officers, however, we have heard that if the Government continues with its cuts to police funding the Met is at risk of falling below 30,000 officers. What contingency plans are in place for this eventuality?

[The Mayor](#)

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

### **Written response from the Mayor received 06/03/2018**

The operational view of the MPS is clear that the BCU model is best placed to maintain police resilience in the face of lower police numbers and crime in England and Wales rising, both in volume and complexity.

## **Basic Command Units (3)**

**Question No: 2018/0541**

[Len Duvall](#)

In what ways can the residents of Greenwich and Lewisham expect to see an improved service as a consequence of the new BCUs?

[The Mayor](#)

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

### **Written response from the Mayor received 06/03/2018**

The overall policing service will be improved through:

Local officers being more visible in communities - meeting the commitment of two DWOs and a PCSO in every ward that will not be abstracted.

A victim focused approach to safeguarding - by bringing all those who investigate domestic abuse, child abuse and sexual offences together. These specialist officers will also attend calls alongside response officers making contact with the victim as early as possible to reduce the number of different officers they have to deal with.

Police officers in the right place at the right time - through larger response teams who will work across Borough boundaries as required operationally. These officers will also own the crimes they report, reducing the number of different officers that victims have to deal with.

Investigators focused on serious and complex crimes - ensuring a skilled detective is setting the investigation strategy and as appropriate dealing directly with victims from the start.

## **Basic Command Units (4)**

**Question No: 2018/0542**

[Len Duvall](#)

Please share the average response times for I calls for Dec 2017 and Jan 2018 in the East and North Central BCUs?

[The Mayor](#)

## **Basic Command Units (5)**

**Question No: 2018/0543**

[Len Duvall](#)

Please share a layout of the command structure for the North Central, East, Ealing, Hillingdon and Hounslow; and Kingston, Merton, Richmond and Wandsworth BCUs.

[The Mayor](#)

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

### **Written response from the Mayor received 06/03/2018**

Each BCU will be led by a Chief Superintendent supported by five Superintendents, who will have functional leadership of each of the policing strands (Neighbourhoods; Emergency Response; Safeguarding and Investigation) and for the BCU HQ function. Each Borough within the BCU will also have a nominated Superintendent (one of the five) as a senior point of contact. The full list of Chief Superintendents for each BCU is provided in answer 2018/0545.

## **Basic Command Units (5)**

**Question No: 2018/0544**

[Len Duvall](#)

What work is MOPAC doing in order to reassure Londoners regarding BCUs? Please provide details of community meetings, communications plans and other relevant work.

[The Mayor](#)

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

## **Basic Command Units (6)**

### **Question No: 2018/0545**

[Len Duvall](#)

Please provide the names of the Commanders and command structures for each of the following BCUs:

Hammersmith and Fulham, Kensington and Chelsea, Westminster;

Kingston, Merton, Richmond, Wandsworth;

Bromley, Croydon, Sutton;

Bexley, Greenwich, Lewisham;

Barking and Dagenham, Havering, Redbridge;

Ealing, Hillingdon, Hounslow;

Lambeth, Southwark;

Enfield, Haringey;

Hackney, Tower Hamlets;

Camden, Islington;

Barnet, Brent, Harrow; and

Newham, Waltham Forest.

### [The Mayor](#)

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

### **Written response from the Mayor received 06/03/2018**

Each BCU will be led by a Chief Superintendent supported by five Superintendents, who will have functional leadership of each of the policing strands (Neighbourhoods; Emergency Response; Safeguarding and Investigation) and for the BCU HQ function. Each Borough within the BCU will also have a nominated Superintendent (one of the five) as a senior point of contact. The Chief Superintendents are:

Hammersmith and Fulham, Kensington and Chelsea, Westminster - Rob Jones

Kingston, Merton, Richmond, Wandsworth - Sally Benatar

Bromley, Croydon, Sutton - Jeff Boothe

Bexley, Greenwich, Lewisham - Simon Dobinson

Barking and Dagenham, Havering, Redbridge - Jason Gwillim

Ealing, Hillingdon, Hounslow - Paul Martin

Lambeth, Southwark - Simon Messinger

Enfield, Haringey - Helen Millican

## **Basic Command Units**

### **Question No: 2018/0546**

[Len Duvall](#)

Please provide the response times for "I" calls for the Boroughs of Greenwich, Lewisham and Bexley, broken down by month from January 2016 to date.

[The Mayor](#)

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

## **Brixton lift repairs**

### **Question No: 2018/0547**

[Florence Eshalomi](#)

Constituents have raised their concerns with me regarding the planned repairs to the two lifts which operate at Brixton tube station. The proposed work by TfL is scheduled to take seven months. As an extremely busy step-free station which is used and relied upon by many parents with buggies, elderly and disabled residents could you tell me a) what provisions will be put in place to help them access the station while work is taking place, and b) whether such a long time-frame is necessary for the repair of two lifts?

[The Mayor](#)

The lifts at Brixton station are currently unreliable and need to be replaced. The new lifts, once operational, will be much quicker and make journeys more convenient for those who need step-free access. I understand that customers will be concerned about the length of disruption to step free access at Brixton station and I apologise for the inconvenience caused.

The work required is very extensive and Transport for London (TfL) has produced a plan which gets it done in the quickest possible time. The scope of the project will see major changes to the building infrastructure, mechanical systems, station fire and communication systems, and electrical systems.

Unfortunately, there is no alternative option available from street level to retain step-free access during the lift replacement works. By undertaking the work to both lifts simultaneously, the overall disruption to customers will be significantly reduced by completing the project as quickly as possible.

Transport for London (TfL) will be working hard throughout the project to reduce the length of the works. Once completed, the new, modern lifts will be much more reliable and, in turn, will need to be closed for maintenance less frequently than is currently the case.

During the replacement, customers requiring step-free access are advised to use Vauxhall Tube station, which is accessible from street to train, and from there to use bus routes 2 and 196 between Vauxhall and Brixton. Customers can also use the near-by Brixton and Herne Hill National Rail stations with step-free access. Staff will also be on hand to offer advice and assistance.

## **Cycle routes**

**Question No: 2018/0548**

[Florence Eshalomi](#)

The Mayor previously identified the A23 from Streatham to Oval as a priority cycle route. Given the number of casualties on the A23 and the lack of a south to north cycle route in Lambeth, could the Mayor provide details on any future plans to create a cycle route there?

[The Mayor](#)

There is a real need for better and safer cycling along the Streatham - Oval route and I remain committed to taking this forward. This route is one of 25 new connections in Transport for London's (TfL) Strategic Cycle Analysis.

Early work with Lambeth and TfL has identified delivery challenges that need time to be considered and resolved. This includes deciding how best to provide the capacity needed to support cycling along the route, as well as an efficient bus service and safer walking along the A23. Officers will update you once this work is complete.

## **Tube noise**

**Question No: 2018/0549**

[Florence Eshalomi](#)

A study by UCL and the BBC found that some parts of the tube system are as loud as a rock concert, with the Central, Northern and Victoria lines being the worst for commuters. With some stops reaching 105-108dB, which is significantly higher than the safe limit of 85dB, how are the Mayor and TfL progressing work to reduce tube noise across all lines?

[The Mayor](#)

Please see my answer to Mayor's Question 2018/0449

## **Local crime prevention**

**Question No: 2018/0550**

[Florence Eshalomi](#)

What opportunities are there either currently or planned for organisations in Lambeth to work closely with the police on local crime prevention?

[The Mayor](#)

It is vital that the police work with communities and other agencies to prevent crime and keep our communities safe. By delivering on my promise to put the capital's communities at the heart of my policing strategy, with at least two dedicated Police Constables and a dedicated Police Community Support Officer now in place in every London neighbourhood, I have enabled the Metropolitan Police Service to maintain a collaborative, problem-solving approach to working with local organisations to deliver a sustainable response to crime, which helps build community confidence in policing.

Lambeth's local police work in partnership with both statutory and voluntary organisations on crime prevention initiatives, such as junior intervention meetings and police-led initiatives in specific neighbourhoods, for example on the Angell Town estate. Members of the public can also participate through initiatives such as community-led weapons sweeps, Neighbourhood Watch and local forums such as ward panels and the Safer Neighbourhood Board, through which local projects may receive funding support.

## **Local crime prevention**

**Question No: 2018/0551**

[Florence Eshalomi](#)

What opportunities are there either currently or planned for organisations in Southwark to work closely with the police on local crime prevention?

[The Mayor](#)

It is vital that the police work with communities and other agencies to prevent crime and keep our communities safe. By delivering on my promise to put the capital's communities at the heart of my policing strategy, with at least two dedicated Police Constables and a dedicated Police Community Support Officer now in place in every London neighbourhood, I have enabled the Metropolitan Police Service to maintain a collaborative, problem-solving approach to working with local organisations to deliver a sustainable response to crime, which helps build community confidence in policing.

Southwark's local police work in partnership with both statutory and voluntary organisations on crime prevention initiatives, such as those which sit on the Southwark Anti-Knife Crime Forum. Members of the public can also participate through initiatives such as community-led weapons sweeps, Neighbourhood Watch and local forums such as ward panels and the Safer Neighbourhood Board, through which local projects may receive funding support.

## **MOPAC funding**

**Question No: 2018/0552**

[Florence Eshalomi](#)

To avoid a 'one-size fits all' approach, how much of the £15m allocated to knife crime prevention will be used in consultation with local authorities and organisations to address borough specific prevention methods?

[The Mayor](#)

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

## **Road works**

**Question No: 2018/0553**

[Florence Eshalomi](#)

Recently my constituents were faced with a backlog of traffic on Streatham High Road due to road works in conjunction with Thames Water. What is TfL's current policy on notification of a) planned road works, and b) emergency road works?

[The Mayor](#)

To help minimise future road closures, I have directed Transport for London (TfL) to work with utility companies to coordinate maintenance and upgrading of infrastructure, in order to ensure that the same sections of road are not repeatedly subjected to works.

TfL is a member of the London Permit Scheme, which allows for greater control over works taking place on London's streets. When carrying out planned utility road works on the Transport for London Road Network, utility companies must apply for a London Permit. Based on information provided when applying for works, TfL advises whether the proposed activity has the potential to be disruptive to local residents, businesses and/or road users. Where necessary, the activity promoter would be asked to provide advance publicity to nearby householders or businesses, or to traffic or pedestrians using the road.

For emergency utility works, the promoter does not have to legally notify TfL until two hours after the works have commenced. TfL will then notify affected boroughs and, depending on the nature and expected impact of the work, other stakeholders.

## **Step-free access**

**Question No: 2018/0554**

[Florence Eshalomi](#)

I am pleased to see the Mayor has included plans in the budget for step-free access at five more stations and for work to begin on a further 13. Will the Mayor have a consultation process on which stations should be prioritised?

[The Mayor](#)

I announced a £200m funding boost in December 2016 to make at least 30 additional Tube stations step-free over the next five years, making life easier for older and disabled people. It will also give a greater choice of travel options for everyone, and directly benefit parents and carers with children and buggies.

So far I have announced the first 23 stations to benefit from this fund, which were selected using prioritisation criteria which was consulted on with local resident groups and disability groups, including the sub-regional mobility forum. The announcement of the remaining seven stations will be based on the prioritisation criteria.

This takes into account stations' strategic importance, for example targeting areas without accessible stations or interchanges that will allow people to access different route options. Other criteria are taken into account such as scheme deliverability and cost. Through the step-free access programme, TfL hopes to deliver an equitable spread of step-free stations across London and reduce the excess Journey Time that disabled people have to spend travelling.

## **Recycling Bins at Tube Stations**

**Question No: 2018/0555**

[Joanne McCartney](#)

A constituent has asked me to ask if you are taking any steps to improve the number of recycling bins at tube stations? They are particularly concerned about the amount of newspapers which are discarded without being recycled.

[The Mayor](#)

Transport for London (TfL) has completed a successful trial at Southwark Tube station by installing bins that are split to allow recycling of newspapers. Plans are being developed by TfL on how to roll out this approach to ensure as much waste is recycled as possible while balancing the need to keep stations clear of litter.



## **Seven Sisters/South Tottenham Interchange**

**Question No: 2018/0556**

[Joanne McCartney](#)

The January 2018 Tube Map showed an interchange connector between Archway and Upper Holloway stations. However there is no connector between Seven Sisters and South Tottenham stations, despite this being a shorter distance. Is it possible to include a connector on the next tube map so that passengers know about the interchange?

[The Mayor](#)

The Tube map includes an interchange connector between stations where there is no alternative interchange, as in the case of Archway and Upper Holloway.

For Seven Sisters and South Tottenham, an interchange connector is not included as it is possible for customers to change between the Victoria line and London Overground at Blackhorse Road.

## **Modern Slavery Injunctions**

**Question No: 2018/0557**

[Joanne McCartney](#)

How many injunctions have been applied for and granted under the Modern Slavery Act in London since its introduction in 2015?

[The Mayor](#)

The MPS has successfully applied for, and has been granted, 13 Prevention Orders since the introduction of the Act. A further two Prevention Orders are currently being considered by the Crown Court.

## **Modern Slavery in Supply Chains**

**Question No: 2018/0558**

[Joanne McCartney](#)

The Modern Slavery Act 2015 requires all large businesses to produce an annual statement setting out the steps they have taken to tackle modern slavery in their business and supply chains. What action has the GLA taken to ensure that our contractors are abiding by this requirement?

[The Mayor](#)

The Greater London Authority (GLA) is committed to ensuring its suppliers meet the requirements set out by the Modern Slavery Act 2015. When a company tenders for a GLA contract, as part of the selection process they must complete a questionnaire which includes a question on whether they are compliant with these requirements. If they fail to comply, they will be precluded from the procurement process.

Promoting Ethical Sourcing Practices, including issues of modern slavery, is one of the six themes of the newly-revised GLA Group Responsible Procurement Policy. This will be one of the priority areas for the new GLA Group Central Responsible Procurement Team, which is being established to support Functional Bodies implementing the commitments of the Policy.

## Section 136 Detentions

### Question No: 2018/0559

[Joanne McCartney](#)

How many police detentions under Section 136 of the Mental Health Act 1983 were made in the past three years? If possible, can this be broken down by year?

[The Mayor](#)

Under section 136 of the Mental Health Act 1983 (the Act), a police constable has the power to remove, or detain in a place of safety in the interests of that person or for the protection of others, any person who appears to be suffering from mental disorder and to be in immediate need of care or control.

Data on the number of police detentions under the Act 1983 is recorded in two ways;

1. as a total number of police detentions made under Section 136, which includes individuals that are taken to a hospital or medical facility as a place of safety; and
2. as the number of individuals detained under the Act who have been brought into police custody suites.

The table below provides the annual data for each category and for each of the last three years.

|  | 2015 | 2016 | 2017 |
|--|------|------|------|
| Total Number of Section 136 usage recorded on Merlin (includes those taken to healthcare facilities)- annual figures January to December | 3351 | 3962 | 4256 |
| Section 136 taken to police custody - annual figures April to March  | 17   | 6    | 3*   |

\*this is the most recent data available and includes the period from April to December 2017

## Bus Routes to North Middlesex Hospital Update

### Question No: 2018/0560

[Joanne McCartney](#)

Are you able to provide an update as to when details of the proposed route and timetable for delivery are due to be published?

[The Mayor](#)

A potential new direct bus link between Enfield Town and North Middlesex Hospital via Winchmore Hill is subject to funding and consultation. Transport for London (TfL) will work with the London Borough of Enfield to identify external sources of funding, for example from third party developments. TfL will not be able to finalise the details of any possible route or timetable for delivery until funding is confirmed.

## **Sprinklers in London Schools**

**Question No: 2018/0561**

[Joanne McCartney](#)

Do you agree that all new schools should be fitted with sprinkler systems, including those assessed as low risk schools? How can you ensure that all new schools built in London are fitted with sprinklers?

[The Mayor](#)

Yes I agree.

My new draft London Plan contains policy requirements that development proposals achieve the highest standards of fire safety and are designed to incorporate appropriate features which reduce the risk to life in the event of a fire.

It requires that they are constructed in an appropriate way to minimise the risk of fire spread, and that they provide suitable and convenient means of escape for all building users.

The policy requirements cover all types of 'development', including schools.

The draft London Plan does not contain specific requirements for specific types of buildings, to enable the highest standards of fire safety to be determined on a case by case basis, taking into account the type of development and its particular conditions.

Depending on the circumstances of each application, the planning decision-maker may decide that sprinklers or other fire suppression systems are the most appropriate way of achieving the highest standards of fire safety.

## **MPS/CPS Evidence Disclosure (1)**

**Question No: 2018/0562**

[Joanne McCartney](#)

In light of recent cases where non-disclosure of social media posts and text messages have occurred, what review(s) are being undertaken by the Metropolitan Police Service (MPS) and the Crown Prosecution Service (CPS) to ensure an appropriate disclosure scheme is in place for all crimes?

[The Mayor](#)

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

### **Written response from the Mayor received 06/03/2018**

The MPS and CPS are jointly reviewing 600 RASSO (Rape and Serious Sexual Offences) cases. In addition, Officers in Cases are being asked to review all their schedules in the more serious offence types to ensure they are satisfied that all relevant material has been revealed to the CPS. Where non-relevant schedules exist, they are being sent to the CPS. The MPS are currently running local disclosure awareness raising with officers within Child Abuse and Sexual Offences Command and this will expand to other operational command units in time. In the medium to long term the MPS will be working with the CPS and National Police Chiefs Council to provide disclosure training to all police officers, led by suitably trained and experienced staff in line with the recommendations contained within the Allan review and the National Disclosure Action Plan.

## **MPS/CPS Evidence Disclosure (2)**

**Question No: 2018/0563**

[Joanne McCartney](#)

Are you satisfied that the Metropolitan Police has sufficient resources, both technical and staffing, to ensure it can provide effective and timely disclosure of evidence? If not, what further resources/actions does the Met need?

[The Mayor](#)

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

### **Written response from the Mayor received 05/03/2018**

There has been exponential growth of digital media in recent years and the volumes of data generated by individuals and potentially available to investigators is set to continue to grow year on year. Personal data held on relatively simple mobile telephones can amount to many thousands of pages of material, the review of which can take a huge amount of investigative time. Downloading digital media is complex, particularly when recovery of historic or deleted data is attempted, which generates a significant challenge to available forensic capacity. They are working closely with National Police Chiefs Councils the CPS and the wider criminal justice community to understand the potential impact on officers 'and prosecutors' caseloads, criminal justice processes in general, timescales from allegation to trial and potential impact on defendants and complainants.

## **Criteria for step free access**

**Question No: 2018/0564**

[Onkar Sahota](#)

I'd like to welcome the steps that the Mayor has taken to make our tube stations across London more accessible, and am delighted to see many stations across Ealing and Hillingdon will be made step free under the new plans. What criteria were used for deciding which stations would be included in the plans, and what consultation was done with local groups?

[The Mayor](#)

I announced a £200m funding boost in December 2016 to make at least 30 additional Tube stations step-free over the next five years, making life easier for older and disabled people. It will also give a greater choice of travel options for everyone, and directly benefit parents and carers with children and buggies.

So far I have announced the first 23 stations to benefit from this fund. The announcement of the remaining seven stations will be based on the prioritisation criteria. This includes strategic importance, for example targeting areas without accessible stations or interchanges that will allow people to access different route options. Other criteria are taken into account such as scheme deliverability and cost. Through the step-free access programme, TfL hopes to deliver an equitable spread of step-free stations across London and reduce the excess Journey Time that disabled people have to spend travelling.

TfL has engaged with local residents groups and disability groups, including the sub-regional mobility forum.

## **Criteria for step free access II**

**Question No: 2018/0565**

[Onkar Sahota](#)

Will the criteria that were used to decide which stations would be upgraded to have step free access be the criteria going forward to decide which stations will be upgraded in future?

[The Mayor](#)

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Future priority stations will continue to be reviewed as opportunities arise in consultation with local authorities and other development partners, so that the Programme can adapt and evolve to optimise delivery of accessible stations across London Underground.

## **Rough sleeping in London**

**Question No: 2018/0566**

[Onkar Sahota](#)

Rough sleeping in London has doubled since 2010. I welcome the work the Mayor has done since being elected in 2016 to tackle this problem - but what are the causes, as far as your office can ascertain, for the rise in rough sleeping in the first place?

[The Mayor](#)

The causes of rough sleeping are complex and every person's story is unique. Factors that can contribute to why people end up on the streets include relationship breakdown, job loss, substance misuse, and unmet mental health support needs. The steep rise since 2010 is largely due to changes to welfare, cuts to council and other support services, and the increased cost and scarcity of private rented sector accommodation, and the fact many non-UK EU nationals are not eligible for welfare benefits.

## **Heathrow Living Wage**

**Question No: 2018/0567**

[Onkar Sahota](#)

I'm pleased that Heathrow Airport is now paying its lowest paid staff the living wage, and wanted to ask the Mayor for an update on his work encouraging businesses across the capital to do the same?

[The Mayor](#)

I also welcome Heathrow Airport's accreditation as a Living Wage Employer. I encourage all businesses in the capital to follow the leadership shown by more than 1,500 employers who pay the London Living Wage. I will be launching my Good Work Standard in the latter half of this year, which will promote fair pay alongside other important areas such as flexible working, workplace diversity and employee voice

## **Autumn Budget's promise of additional funding to the NHS (follow-up)**

**Question No: 2018/0568**

[Onkar Sahota](#)

As a response to question [2017/5215](#), you said that NHS colleagues had advised you that discussions were underway, and that you expected to know more details in the new year. Is there an update? The original question was: "Given the promised increase of NHS funding in the next three years (£350m immediately for winter pressures, £1.6bn for 2018-19 and £850m in 2018-19), how much of it will be allocated to London NHS services?"

[The Mayor](#)

Colleagues at NHS England advise that of this additional funding, the NHS in London will receive an additional £56m to help manage winter pressures.

Trusts and CCGs will receive a further £228m in 2018/19.

Additionally, £354m will be allocated to specialised commissioning (nationally) of which London will receive a share throughout the year.



## **NHS waiting times for transgender people**

**Question No: 2018/0569**

[Onkar Sahota](#)

It has been reported[1] that transgender people wait on average 50 weeks to attend the Tavistock and Portman NHS Foundation Trust Gender Identity Clinic. This is well above the national 18 weeks target and has detrimental consequences on the mental health of the awaiting patients. While I recognise your limited powers regarding health, under your obligation to tackle health inequalities will you commit to campaign on this very important issue?

[The Mayor](#)

I understand from NHS England that the Tavistock and Portman NHS Foundation Trust Gender Identity Clinic has seen a large increase in referrals to the Gender Identity clinic over the last twelve months.

At the same time, the NHS has been trying to manage the considerable service demand pressures placed on it. In my view this reflects the urgent need to plan for and fund the health service properly at a national level - and we need to hold them to account for it.

## **Young Londoners' mental health**

**Question No: 2018/0570**

[Onkar Sahota](#)

I applaud your commitment to the prevention and improvement of mental health issues among young Londoners. As you kindly advised at the Budget Plenary on 25th January, the draft budget includes, under Communities & Intelligence, £350k funding for the Healthy Minds work stream. Of this, £100k will be destined to initiatives targeted specifically at young people at risk of mental health problems. Could you please provide more information on these initiatives? For example, their key deliverables and timescales?

[The Mayor](#)

I am proud to support Thrive LDN, a citywide movement aiming to ensure that every Londoner can live happier, healthier lives. One of the key aspirations of Thrive LDN is developing a city that maximises the potential of children and young people.

Thrive LDN has worked in partnership with Team London to set up a grants fund to support social action and volunteering projects for vulnerable children and young people aimed at improving mental health and wellbeing. The programme is designed to reach more young people from disadvantaged backgrounds and remove barriers to participation. Applications were considered on 17 Jan and public announcements will be made in due course.

## **Increase in acid attacks**

**Question No: 2018/0571**

Navin Shah

The latest figures show that there has been a huge increase in the number of [violent acid attacks](#) in London by more than 78 per cent over the past two years. You have mentioned that you will carry out a 'zero-tolerance' approach to combat acid attacks. What actions have you taken so far?

The Mayor

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

### **Written response from the Mayor received 06/03/2018**

The government has responded to my calls and those of Assembly Members to strengthen current legislation and policies around acid attacks. They have proposed a ban on the sale of acids to anyone under 18.

The police are working hard to tackle this crime by introducing a service level agreement with the Crown Prosecution Service to increase conviction and charge rates of those carrying acid. The police have implemented a joint control room protocol with the London Fire Brigade and the London Ambulance Service to improve the response to attacks reducing the severity of injuries through enhanced first aid.

I offer my full support to the police and will continue to put pressure on the government to introduce even stricter guidelines and improve legislation, and we are working hard to tackle these violent attacks.

## **Met Officers in Brent - Use of Batons**

**Question No: 2018/0572**

[Navin Shah](#)

Data from the Home Office shows that Met Police Officers in Brent used their batons 25 times from April to November last year, almost double the figure for any other police force. This is despite the fact Brent has lower levels of violent crime than 14 other boroughs.

Use of weapons such as batons, Tasers, dogs and irritant sprays in Brent was also the third highest in the capital. Tasers were fired 16 times and police dogs have bitten people on two occasions.

I am concerned about these figures. What are your thoughts on this?

[The Mayor](#)

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

### **Written response from the Mayor received 05/03/2018**

All officers receive training in police powers and human rights in relation to the use of force. The MPS is satisfied that the use of force is not an area of concern and that sufficient control measures and processes in place not to become complacent continue to set the highest standards for our police officers.

In addition, my Deputy Mayor for Policing and Crime held an Extraordinary Oversight Board with the MPS on 5 February 2018 to scrutinise the use of force within the Met, including its variance in terms of geography and protected characteristics.

Over the last year, there were only 11 complaints for use of force from the thousands of incidents dealt with in Brent; one was for use of Taser, and none for batons, CS spray or use of police dogs. Over the same period, 144 Brent officers were violently assaulted, including attempted murder and GBH, which gives some context to the level of hostility police officers can be faced with whilst protecting our communities. I am extremely proud of the professionalism, courage and tolerance they demonstrate every day.

## **New Cycle Route: Willesden Junction with Wembley**

**Question No: 2018/0573**

[Navin Shah](#)

I welcome your proposals for a new cycle route to connect Willesden Junction with Wembley.

Together with many cyclists in Brent and London I welcome your proposal for 6 new cycling routes. I would be interested to know how my residents and stakeholders like 'Brent Cyclists' (London Cycling Campaign) will be fully engaged in designing the route and their input throughout the process? What is the consultation/engagement plan for the proposed route in Brent?

[The Mayor](#)

Transport for London (TfL) will soon start early design work on the Willesden Junction to Wembley route. This will be developed in partnership with London Borough of Brent, cycling and walking interest groups and other key partners.

Residents and stakeholders will have the opportunity to fully engage with the route and shape its form through public consultation, giving TfL and the boroughs the best possible understanding of local issues, and informing the final design. The timeline of the public consultation will be agreed following the initial design work.

## **NHS - Organ Donation**

**Question No: 2018/0574**

[Navin Shah](#)

Almost 4,000 people registered as donors in Harrow last year, contributing to the 1.2 million people nationally who put their name on the list.

But statistics show that London, in general, is lagging behind the rest of the country, with just 29 per cent of people on the NHS Organ Donor Register (ODR).

This compares to 36 per cent nationally and campaigners are encouraging people to talk openly about organ donation in a bid to smoothen the process of signing up. Will you use your role as Mayor to encourage people to support the campaign?

[The Mayor](#)

I am aware of the effort being put into promoting organ donation, and the importance of donation to diverse communities across London. As Chair of the London Health Board I will do what I can to support these efforts.

Consultation with Londoners on my Health Inequalities Strategy closed in November 2017. We received over two thousand responses from individuals and two hundred responses from organisations.

My officers are now analysing these responses and later this year I will publish the strategy which will guide how I engage on health inequalities issues in the coming years.

## **Met Line Extension**

**Question No: 2018/0575**

[Navin Shah](#)

A number of my Harrow residents and a well-recognised Public Transport Users lobby group are deeply disappointed that you refused the Government's £73 million to help extend the Metropolitan Line. I know that TfL has said that a "detailed review" had been carried and it resulted in the matter being deemed unfit for continuation.

I understand that a bus route has been considered but it is not a definite and comparable alternative to the Metropolitan line. Are you able to let me know what is the latest on this? Also, I would strongly urge you to reconsider your position on this and not lose the opportunity to extend the line going through and serving my Borough.

[The Mayor](#)

I recognise the transport and housing benefits the Metropolitan Line Extension would bring to the Watford area and beyond. This is why I presented to Government a practical proposal to resolve the scheme's funding gap and cost risk.

My offer for Transport for London (TfL) to deliver the scheme, if costs beyond TfL's previously agreed £49m contribution can be met, still stands. While the Government's commitment to cover the existing funding gap is welcome, TfL is still being asked to commit to pay for any further increased costs. Given the history of cost increases on this scheme, TfL cannot sign up for this cost risk without access to a potential income stream to cover any additional costs. I have therefore asked Government to consider how the cost risk could be covered as it would be unfair for Londoners to be asked to bear the brunt of any such increases for a scheme that lies outside its boundaries.

If an income stream to cover any additional costs cannot be made available to TfL, it is difficult to see how the scheme can progress in its current form. A Bus Rapid Transit scheme is one of the alternatives being explored, either from Croxley to Watford Junction or reaching further beyond Watford. Such a scheme would have the potential to be considerably cheaper than an extension to the Metropolitan line and could provide the opportunity to develop and trial the latest technologies. It also has the potential to deliver improved transport connections through integration with the London Underground network and the Oyster fares structure. If this alternative can be taken forward, I will ask TfL to lead on the scheme, working closely with Hertfordshire County Council.

## **Future of Bus Countdown Signage in Brent (1)**

**Question No: 2018/0576**

[Navin Shah](#)

Residents and a Brent Councillor have raised issues about a clear policy statement from TfL regarding bus Countdown signs. From their experience they find the current situation lacking in transparency and proper planning. Can you please provide clarity about the future (provision) of additional countdown signs and maintenance of the existing ones in Brent?

[The Mayor](#)

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

## **Future of Bus Countdown Signage in Brent (2)**

**Question No: 2018/0577**

[Navin Shah](#)

What consultation did TfL undertake about the change in policy/provision of countdown and alternative arrangements for bus users who do not have access to smart phones or the internet? What equality impact was carried out prior to introducing changes?

[The Mayor](#)

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

## **Brent - Airbnb**

**Question No: 2018/0578**

[Navin Shah](#)

From local experience, Brent Councillors have raised issues about anti-social behaviour and potential impact on London's housing crisis from Airbnb. Having residential properties used essentially as hotels means less accommodation for daily living and much needed supply of homes. Cities such as New York, Berlin and Paris have some regulations on Airbnb ranging from a complete ban to a day limit on usage as a hotel. How is London protected from abuse of Airbnb type accommodation? What measures are you taking through the London Plan and other means to regulate this?

[The Mayor](#)

I support the right of Londoners to rent out their homes for short periods of time, to make a little extra money, meet people from around the world, and broaden the offer for visitors to London. However, this must be balanced against the impacts on local communities as a result of the Coalition Government's change in the law allowing homes to be let for 90 nights in a calendar year without planning permission.

My draft new London Plan says that homes should not be used for short term lets without planning permission and requires boroughs to assess the impact on housing supply of granting planning permission for lettings beyond 90 nights. I welcomed Airbnb's block of booking of more than 90 nights on their website, and I have called on other short term lettings companies to follow suit. I am in discussion with the short term lettings industry to bring forward measures that can support borough enforcement of the 90 night limit.

## **Flexible working**

**Question No: 2018/0579**

[Fiona Twycross](#)

What discussions are you having with London's businesses to promote flexible working?

[The Mayor](#)

Discussions with business to promote flexible working policies will form part of my wider engagement with business as part of the Good Work Standard. We have continued to consult with a wide range of stakeholders on developing the content of the Good Work Standard, including how best we can encourage business from all sectors, including SMEs, to adopt flexible working practices within their organisations.

## **Childcare**

**Question No: 2018/0580**

[Fiona Twycross](#)

I recently hosted an event with the Young Women's Trust at which the participants voted that flexible working and childcare were what they believed would make the biggest difference to achieving equality for women in London. What discussions are you having with London's businesses to support Londoners with the cost of childcare?

[The Mayor](#)

I am working with stakeholders to improve access to high quality early education in London, especially among disadvantaged groups and to remove childcare as a barrier to work.

In January 2017 I launched an interest-free loan scheme to give all parents in the GLA group the funds they need to cover the up-front costs of childcare provision.

My officers are working with businesses and organisations across London to follow suit and offer the same scheme to their employees to support parents to return to the workforce.

Last year I set out proposals for the Good Work Standard including fair pay, good working conditions and gender quality. The Good Work Standard will provide guidance and resources to assist London businesses and organisations to achieve best practice in employment including family friendly policies.

## **London Is Open**

**Question No: 2018/0581**

[Fiona Twycross](#)

How are you measuring the success of your #LondonIsOpen campaign?

[The Mayor](#)

The success on the #LondonIsOpen campaign is measured by the number of people who have seen the campaign and engaged with it, both in London and across the world.

Since the campaign launched in June 2016, there has been significant engagement with the content we have released. It has been widely covered in traditional print and online media with #LondonIsOpen being tweeted by more than a quarter of a million people worldwide and almost 15,000 articles published in a wide variety of publications in over 100 countries.

I have used #LondonIsOpen as my main message during overseas visits and trade missions, to signify that our city remains open to business, investment, talent, ideas and partnerships. The campaign has prominently featured across international programmes led by London and Partners such including my International Business Programme as well as the leisure tourism, student and convention bureau campaigns.

Leading examples include:

5,500 articles on London and Partners Autumn Seasons during 2016 and 2017 including



coverage in the USA, France and Germany

1,700 articles on the Mayor's India and Pakistan Trip, including coverage in India, Pakistan and the UK

1,039 articles on the Mayor's Europe trip including coverage in France, Spain and Germany

I want to encourage increased trade links between London and the countries and cities I visit, strengthen connections across cultural and creative industries, and promote the opportunities in London in a range of sectors. I am pleased to say that this message has been very warmly received in all locations.

As well as internationally, London Is Open has also been well received in London and across the UK. Other campaign successes include:

London Is Open was seen by 2.6 million readers when the campaign launched

Our iconic doors video has been watched approx. 2.3 million times

The London Is Open hashtag has been tweeted more than 475,000 times by more than a quarter of a million people worldwide

The campaign has generated 66,000 public posts on Instagram

The collection of #LondonIsOpen films have been viewed over 5 million times and shared over 40,000 times

Events with global reach including the MTV EMA's have used #LondonIsOpen to showcase London to a domestic and international audience

The above activities have played an important part in showing the world that London remains entrepreneurial, international and full of possibility, while reassuring more than one million foreign nationals who live in London that they will always be welcome, and that any form of discrimination will not be tolerated.

## **Good Work Standard**

**Question No: 2018/0582**

[Fiona Twycross](#)

When will the results of the consultation into the Good Work Standard be published?

[The Mayor](#)

We have not published responses to the call for evidence on the Good Work Standard as we are continuing to consult and clarify these with stakeholders. While we shared a summary of responses and progress updates with those that have contributed, these conversations have continued to evolve in developing the content for the Good Work Standard.

## **Active Citizenship**

**Question No: 2018/0583**

[Fiona Twycross](#)

What activities will be delivered as part of the Citizenship and Integration Initiative (CII)?

[The Mayor](#)

The Citizenship and Integration Initiative (CII) is a partnership between City Hall, independent funders and civil society organisations. It delivers activities through a pooled fund, supported by City Hall and several independent trusts and foundations, with the goal of improving social integration in London. We host secondees from civil society organisations at City Hall to work on shared objectives, which for the first two years (2017-2019) are:

1. Civic engagement: encouraging take-up of citizenship and involvement in democracy;
2. Young Londoners: supporting young Londoners to secure their legal rights to citizenship and residence;
3. Diversity, social contact and identity: celebrating diversity and building shared identity.

My CII team are delivering the following activities:

Working with local authorities and registrars to pilot and evaluate changes to citizenship ceremonies to encourage new citizens to volunteer, register to vote and donate blood.

Supporting young people to become active citizens through a new political literacy resource, which is currently being commissioned and will become part of the London Curriculum for secondary schools.

Understanding the experience of London's young people who have grown up here but are not British citizens, and therefore face barriers to contributing and progressing. We are seeking to tackle these barriers by: engaging with young Londoners held back by insecure status; raising awareness of legal rights amongst young people and those who support them; and supporting legal provision for this group. I am also advocating alongside young Londoners for a shorter, more affordable path to citizenship.

## **Scoping Study For a London Office Of Technology and Innovation (LOTI)**

**Question No: 2018/0584**

[Fiona Twycross](#)

When will the results of the scoping exercise arising from the proposal to establish a London Office of Technology and Innovation be published?

[The Mayor](#)

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

## **London Music Board and Music Tourism Campaign**

**Question No: 2018/0585**

[Fiona Twycross](#)

What are the measurements of success for the London Music Board and Music Tourism Campaign?

[The Mayor](#)

The London Music Board is an advisory board that champions London's music scene by convening venues and the music industry. Over the past eighteen months, the board has advised City Hall on the Agent of Change principle for inclusion in the draft London Plan, has helped protect grassroots music venues, and advised on the review and removal of Form 696.

My team is scoping a music tourism campaign to support London's grassroots music venues and will report on plans including measures of success in due course.

## **16-18 skills budget**

**Question No: 2018/0586**

[Fiona Twycross](#)

What benefit would there be to Londoners aged 16-18 if the funding for the 16-18 education budget were to be transferred to the GLA?

[The Mayor](#)

London needs a holistic and strategic approach to skills. Devolution of the Adult Education Budget is an important and welcome first step towards this, but to achieve an integrated and whole-system approach to post-16 skills, I need government to devolve further elements of skills funding and responsibilities. This would allow for a more tailored, localised skills offer helping more Londoners gain the skills they need to progress, helping to reduce inequality and disadvantage in the capital.

London's schools have seen a transformation over the past 15 years, however this progress is not sustained post-16. I have commissioned new research to better understand the pathways young people from different backgrounds in London pursue post-16. This research, which will report later in the year, will inform my wider plans for post-16 skills in London.

## **Automation**

**Question No: 2018/0587**

[Fiona Twycross](#)

Will you carry out an impact assessment on the benefits and challenges that automation will bring to London and look at ways we can ensure that London is prepared without employment or wages being negatively impacted?

[The Mayor](#)

The impact of automation is something I am acutely aware of. As set out in my draft Economic Development and Skills and Adult Education strategies, I will work to ensure that Londoners have the skills to meet the challenges of automation and the future of work, whilst also closely and actively monitoring the impact of automation on the capital's labour market.

## **5G**

**Question No: 2018/0588**

[Fiona Twycross](#)

How is London preparing for the introduction of 5G?

[The Mayor](#)

Whilst the technical definitions and standards for 5G are still under development, we are working to ensure the capital is prepared to deploy the infrastructure which will be required.

To that end the Mayor has appointed a Connected London team as pledged in his manifesto. The team has a work programme that tackles the barriers to the provision of fast, reliable digital connectivity, and facilitates collaboration to deliver world standard digital connectivity in London. The team promotes and develops best practice, guidance, innovation and standards in digital connectivity; and it facilitates the use of public sector assets to escalate the availability of full-fibre, working with DCMS, including its Barrier-Busting Taskforce, the London Boroughs and other partners, in particular, Transport for London.

Working with TfL and eight central London boroughs, the GLA has bid for DCMS funding to extend the development of a fibre spine in the London Underground, capable of delivering 20,000 gigabit connections, to reach key not spots, and creating a future-proofed infrastructure that will also support the small cells required to deliver 5G mobile connectivity. The team also liaises frequently with Ofcom, future suppliers, and relevant academic teams to understand all the potential implications of 5G.

## **Broadband**

**Question No: 2018/0589**

[Fiona Twycross](#)

What percentage of London's premises are covered by ultrafast broadband?

[The Mayor](#)

Using Ofcom's Connected Nations 2017 postcode data it is estimated that ultrafast services area available to 54.17% of London's premises.

The same dataset estimates that Fibre to the Property (FTTP) is available to 4.82% of London's premises.

## **Not-spot team**

**Question No: 2018/0590**

[Fiona Twycross](#)

What impact has your 'Not Spot Team' had so far in rectifying the issues in a lack of connectivity?

[The Mayor](#)

The Connected London team was established in September 2017. They have:

Worked in collaboration with TfL and the London Boroughs of Hammersmith and Fulham, Kensington and Chelsea, Camden, Lambeth, Southwark, Tower Hamlets, Westminster City Council, The City of London Corporation and the Old Oak and Park Royal Development Corporation, to create the Connected London Full Fibre Network project, in response to a DCMS call for bids to the full fibre challenge fund. The bid, submitted in January, proposes to use London's Underground Network to deliver a fibre optic network capable of delivering up to 20Tb/s. The bid covers around 90,000 premises and seeks £19.6million in DCMS funding. It would address the top connectivity problem areas in London while setting up the core network that can reach many more.

Established key contacts relevant to digital connectivity in every borough and already working in partnership with them to tackle some of London's most poorly served areas

Produced the strongest digital connectivity policies ever in the new draft London Plan

Engaged the BSI to produce a template mobile agreement document to speed up infrastructure delivery, and:

Developed a medium term work programme that aims to cover these and other the key strategic interventions that are appropriate for the Mayor to take.

## **Access to internet (1)**

**Question No: 2018/0591**

[Fiona Twycross](#)

How many Londoners do not have access to the internet?

[The Mayor](#)

Using Ofcom's Connected Nations postcode data, the percentage of premises in London that are unable to receive fixed internet services of 2Mb/s or above (the minimum required to use BBC iplayer) is estimated to be 0.03%.

The percentage of premises in London that are unable to receive superfast services (30Mb/s) through fixed connections is estimated to be under 5%.

Internet connectivity through mobile connections is accessible across the capital.

## **Access to internet (2)**

**Question No: 2018/0592**

[Fiona Twycross](#)

How many and what percentage of businesses do not have access to the internet?

[The Mayor](#)

The GLA is not aware of available data on the number of businesses unable to access the internet

Some businesses express concern about accessing the digital connectivity they need at affordable prices and some experience delays getting connections whilst approvals and wayleaves are discussed.

The GLA's Connected London team is investigating the business conditions and models that lead to this situation, which is particularly critical for London's smaller businesses.

Universal availability of fibre to the premise (fttp) and 5G services would lower costs and resolve connectivity problems for businesses and residents alike, and is therefore our long-term policy objective.

## **Child Poverty**

**Question No: 2018/0593**

[Fiona Twycross](#)

The child poverty figures were recently released and show that child poverty has increased in the most deprived areas of London. What action are you taking to tackle child poverty in London?

[The Mayor](#)

High costs in London are contributing to child poverty. The Affordable Homes Programme and use of my planning powers will generate thousands of low rent homes for poorer families. I will be promoting Childcare Deposit Schemes, the Childcare Sufficiency Template, and Early Years Hubs which will make childcare more affordable and accessible. I have also frozen transport costs and introduced the 'hopper' fare and Energy for Londoners to reduce costs.

Welfare reforms, cuts and freezes are limiting the budgets of low income families in London. I will be working with some of the most deprived boroughs in the capital to monitor and understand the impact of the roll-out of Universal Credit and I will continue to lobby the government to acknowledge and address the impacts of their policies on families in the capital.

To boost the income of working families, I will also promote the London Living Wage through the Good Work Standard.

## **Bike Theft (1)**

**Question No: 2018/0594**

[Fiona Twycross](#)

Given the prevalence of bike theft in London are there plans for large-scale secure bike storage across London?

[The Mayor](#)

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

### **Written response from the Mayor received 06/03/2018**

The current London Plan determines that new developments must provide cycle storage facilities dependent on their scale. MPS Designing Out Crime Officers (DOCOs) work with developers and architects to ensure new residential and commercial developments within London have cycle storage areas, meeting Secured by Design standards, to reduce the opportunity for theft. DOCOs, as subject matter experts, provide advice on cycle security and locking standards and have produced advice for use in local and London wide crime prevention campaigns. The MPS would welcome any local authority initiatives to provide secure bicycle and moped/motorbike storage facilities, however has no knowledge of any new large scale secure bike storage operated by local authorities.

## **Bike Theft (2)**

**Question No: 2018/0595**

[Fiona Twycross](#)

Does the Metropolitan Police have crime reduction targets for bike theft?

[The Mayor](#)

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

### **Written response from the Mayor received 07/03/2018**

The MPS does not have crime reduction targets for cycle theft, nor is cycle crime a specific priority for the Roads & Transport Policing Command (RTPC).

The RTPC will be focusing their resources on London's surface transport network to reduce the high harm offences of:

- Violent crime
- Sex offences
- Hate crime

This is in addition to working with TfL to reduce those killed and seriously injured on the road network by targeting high risk offenders, casualty types (including cyclists) and locations.

Whilst cycle theft is not a specific MPS priority, the public are able to feedback and set local ward priorities for Dedicated Ward Officers to address – for example cycle theft as a local neighbourhood priority.

## **Bike Theft (3)**

**Question No: 2018/0596**

[Fiona Twycross](#)

How many bikes have been stolen in London in each of the last four years?

[The Mayor](#)

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

### **Written response from the Mayor received 05/03/2018**

The following link is an externally published MPS Tableau™ Dashboard where it is possible to obtain the Notifiable Offences (not a count of Property screens) of the Minor Home Office Crime Category of "Theft of Bikes":

<https://www.met.police.uk/stats-and-data/crime-data-dashboard/>



## **Government's plans to replace the Support for Mortgage Interest (SMI) scheme (1)**

**Question No: 2018/0597**

[Fiona Twycross](#)

How many Londoners rely on the Government's Support for Mortgage Interest (SMI) scheme?

[The Mayor](#)

The DWP publishes overall data on the total SMI caseload, which shows that 110,000 households are forecast to receive it across Great Britain this year. However, this figure is not broken down on a regional basis and so it is not possible to determine how many Londoners receive SMI.

## **Government's plans to replace the Support for Mortgage Interest (SMI) scheme (2)**

**Question No: 2018/0598**

[Fiona Twycross](#)

How many Londoners have signed up to the Government's new 'second mortgage' scheme, which is due to replace the Support for Mortgage Interest (SMI) scheme?

[The Mayor](#)

The Department for Work and Pensions (DWP) has not yet published detailed data on this, so we do not know how many have agreed to continue receiving SMI once the benefit is converted to a loan. However, it is likely that the number is small. An FOI request by Royal London showed in January that only 6,850 of the forecast 110,000 caseload across Great Britain had signed up for the loan, although the DWP had not at that stage contacted every recipient to ask. The DWP has also commissioned research from Ipsos MORI showing only 30% of current/recent SMI recipients would take the loan

## **Government's plans to replace the Support for Mortgage Interest (SMI) scheme (3)**

**Question No: 2018/0599**

[Fiona Twycross](#)

What assessment have you made of the likelihood of more Londoners falling further into debt as a result of the roll-out of the Government's new 'second mortgage' scheme, which is due to replace the Support for Mortgage Interest (SMI) scheme?

[1] <http://www.bbc.co.uk/news/uk-england-42774750>

[The Mayor](#)

As the decision to turn SMI into a loan has been made by the government, the Department of Work and Pensions (DWP) is responsible for assessing its impact. While these assessments have not looked particularly at the situation for Londoners who receive SMI, they do indicate that the change will make recipients worse off in general. For example, the research by Ipsos MORI found that 38% of recipients said that the change would make meeting their mortgage payments less affordable, compared to 33% who said it would make no difference. 60% also said it would make the system more complicated.

## **Knife crime**

**Question No: 2018/0600**

[Peter Whittle](#)

I note that in the Evening Standard on 10 January 2018, you announced plans to significantly increase the use of stop and search, contrary to your position in September 2015. Whilst I personally welcome this u-turn, I do not believe that this of itself will be sufficient to deter those carrying knives in London and the resulting carnage. Will you write to the Secretary of State for Justice, seeking mandatory first offence sentences for those found guilty of carrying such weapons on the streets of London?

[The Mayor](#)

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

## Police Overtime

**Question No: 2018/0601**

[Peter Whittle](#)

To ask the Mayor how much was paid in overtime to Met police officers over the last five years and whether the Met considered engaging new officers, rather than paying this volume of overtime?

[The Mayor](#)

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

### **Written response from the Mayor received 06/03/2018**

The annual total spend on police overtime for each of the last five years is shown in the table below.

| Spend (£m) | 2012/13 | 2013/14 | 2014/15 | 2015/16 | 2016/17 |
|------------|---------|---------|---------|---------|---------|
| Total      | 114     | 91      | 88      | 101     | 93      |

Using overtime allows for operational flexibility and for work to be done by the right person at the right time, such as the Met's counter terrorism and protective security services. It is a significantly cheaper way of dealing with operational incidents than recruiting, training and kitting out additional officers. Overtime by its nature should be temporary albeit there are some instances which are regular and predictable such as Bank Holidays and Notting Hill Carnival.

Wealdstone Station - Toilets and Lifts

## The Uber Working Day

**Question No: 2018/0602**

[David Kurten](#)

Last June, in MQ 2017/2286 I asked: 'What consideration have you given to imposing a maximum 12-hour day on Uber's drivers - as is already the case in New York - given Uber's role in the increasing number of PHV accidents?' You responded 'Taxi and private hire vehicles are exempt from the EU Working Time Directive, which means maximum weekly working hours do not apply to drivers. I have asked Transport for London to give further consideration to this matter and determine whether more can be done to enforce standards through private hire regulation. What is the outcome of TfL's deliberations?'

[The Mayor](#)

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

## **The Probation Service**

**Question No: 2018/0603**

[Peter Whittle](#)

To ask the Mayor what assessment he has made and representations to Her Majesty's Government he has made recently about the operation and effectiveness of the troubled Probation Service in London?

[The Mayor](#)

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

## **Oyster Cards**

**Question No: 2018/0604**

[David Kurten](#)

To ask the Mayor what happens when a tube passenger cannot touch their Oyster card out on the gates at the end of their journey, such as happened to a constituent at London Bridge on the morning of 23 January, when no exit gates were working?

[The Mayor](#)

On 23 January the Jubilee line exit gates at London Bridge Tube station remained open position for about an hour while Transport for London (TfL) fixed a fault. The Oyster readers continued to operate normally during this time and customers were able to touch in and out.

Fares in such instances are also usually corrected automatically by TfL. Should there be any problems with this, customers can also correct this fare either by logging into their Oyster online account or by calling TfL Customer Services on 0343 222 1234.

## Metpol and Reserve Forces

### Question No: 2018/0605

[Peter Whittle](#)

To ask the Mayor how many sworn and warranted full-time Metropolitan Police officers are members of the Royal Naval Reserve, the Army Reserve and the Royal Air Force Volunteer Reserve?

[The Mayor](#)

The number of officers who are members of armed forces reserves' is set out in the table below:

| Volunteer Reserve Type            | Total |
|-----------------------------------|-------|
| Airforce Reserve                  | 6     |
| Armed Forces (British Army)       | 134   |
| Armed Forces (Royal Airforce)     | 16    |
| Armed Forces (Royal Navy/Marines) | 9     |
| Royal Marine Reserve              | 4     |
| Royal Navy Reserve                | 7     |
| Territorial Army                  | 52    |
| Not Recorded                      | 78    |
| Grand Total                       | 306   |

## John Worboys

### Question No: 2018/0606

[Peter Whittle](#)

To ask the Mayor what has been the outcome of his application for a judicial review into the decision to release the rapist John Worboys?

[The Mayor](#)

On the 7 February 2018 the High Court gave me and two brave survivors the go ahead to challenge the Parole Board's decision to release John Worboys. I am pleased that there will now be an opportunity for a thorough scrutiny of this decision. I am also pleased that the chair of the Parole Board and the Justice Secretary have welcomed this scrutiny.

I know that the victims of John Worboys will be relieved by this ruling and the opportunity it provides to scrutinise the decision. The decision was deeply concerning and simply could not go unchallenged. For the victims, and all Londoners, it must be properly considered in the courts.

I will always put the safety of Londoners, and the needs of victims first. Londoners need to know that those in authority are doing everything they can to keep them safe and that means keeping dangerous individuals off our streets.

## **Conservation of British History**

**Question No: 2018/0607**

[David Kurten](#)

Will you instruct TfL staff that it is acceptable to mention significant historic British events such as the Battle of Rorke's Drift on notice boards, which was removed by TfL staff at Dollis Hill station after a single complaint, which in my view is unrepresentative of Londoners as a whole?

[The Mayor](#)

The 'Thought of the Day' boards at local stations are an important way for station staff to connect with their local communities and let their personalities come through. I am proud of the positive response that these boards receive from customers.

There have occasionally been instances of ill-judged messages and Transport for London is preparing broad guidelines to ensure messages are appropriate. This will, of course, preserve the great joy that these messages bring to London every morning.

## **Taxi and Private Hire Trade (1)**

**Question No: 2018/0608**

[David Kurten](#)

Who carried out the investigation into allegations of malfeasance in Public Office by Executives at TfL and when did it take place?

[The Mayor](#)

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

### **Written response from the Mayor received 07/03/2018**

As indicated in my response to MQ2017/4382, I do not agree an investigation is necessary and therefore one hasn't been carried out.

## **Taxi and Private Hire Trade (2)**

**Question No: 2018/0609**

[David Kurten](#)

Can the Mayor explain how Private Hire Drivers who live or work in areas predominantly outside London but are licensed by TfL to avoid Compliance or more stringent regulation in their local areas can be considered 'Fit & Proper'?

[The Mayor](#)

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

### **Written response from the Mayor received 27/02/2018**

It is currently permissible for licensed private hire drivers to work outside of London provided the "triple licensing requirement" is satisfied (see my response to Mayor's Question [2017/1735](#)). Taking licensing action against a driver on this basis would be unlawful. As the recent High Court case between Knowsley Borough Council vs Delta Taxis and the 2008 High Court case between Newcastle City Council vs Berwick-Upon-Tweed Borough Council confirm, the issue of cross-border hiring is a national issue which requires changes to primary legislation in order to address it. For details of the changes that I believe are required please see my answer to 2018/0610.

## Taxi and Private Hire Trade (3)

### Question No: 2018/0610

David Kurten

The Government has stated on numerous occasions that Taxi & Private Hire Drivers who get licensed in areas where they have no intention of working should not be considered 'Fit and Proper'. What action has the Mayor taken to check where Taxi and/or PH Drivers are predominantly working?

The Mayor

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

### Written response from the Mayor received 07/03/2018

Transport for London (TfL) and I are not aware of government statements to the effect that drivers who obtain a taxi or private hire licence in areas where they have no intention of working should not be considered fit and proper to hold a taxi or private hire driver's licence.

In a letter to my Deputy Mayor for Transport, Val Shawcross on 21 December 2016, the Department for Transport (DfT) suggested that local licensing authorities are able to address any local concerns by introducing an intended use policy when considering licence applications.

TfL and I have always maintained that a national solution is required to address this issue. TfL recently submitted a policy paper to the DfT calling for urgent legislative changes to address cross border hiring. The paper recommends the following package of changes:

- New primary legislation to introduce a start or finish requirement, meaning that all taxi and private hire journeys must either start or end in the area in which the driver and vehicle (and operator in respect of private hire) are licensed
- New primary legislation or statutory guidance from the DfT to introduce national minimum standards, that are high enough to provide a guarantee of customer safety and accessibility
- New primary legislation to introduce national enforcement powers, to enable licensing authority enforcement officers to enforce the national minimum standards in their areas, regardless of where the operator, driver and vehicle are licensed, supported by a provision for data sharing.

TfL regularly works with other licensing authorities, sharing information including where both its taxi and private hire licensees live. This information is available on TfL's website at the following location: [www.tfl.gov.uk/info-for/taxis-and-private-hire/licensing/licensing-information](http://www.tfl.gov.uk/info-for/taxis-and-private-hire/licensing/licensing-information).



## **Taxi and Private Hire Trade (4)**

**Question No: 2018/0611**

[David Kurten](#)

How many Private Hire Driver licences have TfL revoked for not being 'fit and proper' for predominantly working outside of London?

[The Mayor](#)

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

### **Written response from the Mayor received 07/03/2018**

It is currently permissible for licensed private hire drivers to work outside of London provided the "triple licensing requirement" is satisfied (see my response to Mayor's Question [2017/1735](#)). Taking licensing action against a driver on this basis would be unlawful. Please also see my answers to MQ2018/0609 and MQ2018/0610.

## **Taxi and Private Hire Trade (5)**

**Question No: 2018/0612**

[David Kurten](#)

How many Taxi Driver licences have TfL revoked for not being 'fit and proper' for predominantly working outside of London?

[The Mayor](#)

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

### **Written response from the Mayor received 07/03/2018**

No Transport for London taxi driver licences have been revoked for working outside of London. Please also see my response to 2018/0611.

## **Taxi and Private Hire Trade (6)**

**Question No: 2018/0613**

David Kurten

If an iPhone is used for a fare in a private hire vehicle, does it count as a Taximeter?

The Mayor

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

### **Written response from the Mayor received 27/02/2018**

In 2015 the High Court declared that smartphones used by some private hire drivers are not taximeters.

I refer you to Transport for London's press statement issued at the time of the judgement: [www.tfl.gov.uk/info-for/media/press-releases/2015/october/high-court-declares-that-smartphones-used-in-private-hire-vehicles-are-not-taximeters](http://www.tfl.gov.uk/info-for/media/press-releases/2015/october/high-court-declares-that-smartphones-used-in-private-hire-vehicles-are-not-taximeters).

## **Taxi and Private Hire Trade (7)**

**Question No: 2018/0614**

David Kurten

The Mayor says that issues are common to licensing authorities for taxi and private hire services across the country and that he has called on the Government to bring forward legislation that applies nationally in order to provide an effective national solution. Is it not the case that it is predominantly one PH Operator that is causing most of the problems throughout the country in terms of cross-border hiring and causing disruptive change to local taxi and private hire markets?

The Mayor

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

### **Written response from the Mayor received 07/03/2018**

The practice of cross border hiring has been commonplace for many years. Indeed, it was reviewed by the Law Commission as part of their review from 2012-2014.

Transport for London and I continue to push for a national solution to this issue and have put forward detailed proposals in order to address it. For details of these proposals, please see my answer to MQ2018/0610.

## **Taxi and Private Hire Trade (8)**

**Question No: 2018/0615**

[David Kurten](#)

What is your opinion of the emails that showed Government apparently putting pressure on former Deputy Mayor for Transport, Isabel Dedring, via the PM's advisor Daniel Korsi?

[The Mayor](#)

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

## **Taxi and Private Hire Trade (9)**

**Question No: 2018/0616**

[David Kurten](#)

Can a Compliance Officer (not accompanied by a Police Officer) carry out a Bill and Badge check on a taxi driver if they have their hire light off (which indicates you are not working)?

[The Mayor](#)

By law, Compliance Officers have the authority to check any driver of a London licensed vehicle at any time, both inside and outside of London. They do not need police officers with them to do this.

## **Taxi and Private Hire Trade (10)**

**Question No: 2018/0617**

[David Kurten](#)

The LCDC have been contacted by numerous drivers who are dissatisfied by constant breakdowns and connection problems to Credit Card equipment by a certain large provider, approved by TfL. In addition, they are unhappy with the level of customer service provided by this company. Drivers are under the impression from TfL that they are not able to continue working if their Credit Card System is faulty. Therefore, drivers are losing a day or more in takings. Will you instruct LTPH to carry out a survey of drivers to assess the problems experienced from Credit Card providers, in order to improve the current level of service?

[The Mayor](#)

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

## **Written response from the Mayor received 07/03/2018**

It has been a requirement under the Cab Order since 3 October 2016 for taxi drivers to accept payment by credit or debit card and to have an approved working payment system installed in the back of their vehicle.

Transport for London (TfL) does not regulate card payment companies, but has approved systems from 12 card payment providers so that drivers have a choice and can find a system that suits them. TfL will continue to liaise with card payment providers to understand and help resolve specific issues.

## **Taxi and Private Hire Trade (11)**

**Question No: 2018/0618**

[David Kurten](#)

The LCDC report that they discovered an email between former Chief Operating Officer for Surface Transport, TfL, Garrett Emmerson, and former Deputy Mayor for Transport, Isabel Deding, 4 days into an investigation on Uber's operating model in 2014, where Mr Emmerson states "their licence is not in question." Do you recognise that this raises serious questions of LTPH's impartiality and conduct? Will you now call for an independent inquiry of LTPH's role in licensing and regulating UBER?

[The Mayor](#)

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

### **Written response from the Mayor received 08/03/2018**

I am assured that Transport for London conducted an impartial and thorough review when investigating Uber London Limited's operating model in 2014.

A note concerning the outcome of this investigation is publicly available on the Greater London Authority website at the following location:

[www.london.gov.uk/sites/default/files/gla\\_migrate\\_files\\_destination/TfL%20Uber%20legal%20advice\\_0.pdf](http://www.london.gov.uk/sites/default/files/gla_migrate_files_destination/TfL%20Uber%20legal%20advice_0.pdf).

Please also see my answer to question MQ2017/3467.

## **Taxi and Private Hire Trade (13)**

**Question No: 2018/0619**

David Kurten

TfL provide data for phone calls made to TPH, this data consists of the number of calls received, time taken to answer and calls aborted etc. The LCDC believe that sharing this data would be beneficial for transparency and to understand the productivity of TPH better. Will the Mayor consider providing monthly data reports on emails TPH receive from trade groups and would you consider the data to include:

- 1) The number of emails to TPH from individual trade groups on a monthly basis?
- 2) The percentage of emails that TPH reply to?
- 3) Length of time taken by TPH to reply?

The Mayor

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

### **Written response from the Mayor received 07/03/2018**

I understand that Transport for London (TfL) already provides data on phone calls made to its taxi and private hire licensing team and shares this data with trade representatives from both the taxi and private hire trades at regular meetings. This information is also published online here: <https://tfl.gov.uk/info-for/taxis-and-private-hire/compliance-and-enforcement-meetings?intcmp=29594>.

TfL actively engages with a wide range of taxi and private hire trade representatives, including the LCDC, and individual drivers through written correspondence whether by letter or email, by phone and in person.

TfL will always endeavour to respond to queries it receives from trade representatives and any other interested stakeholders in a timely way. I do not consider the additional resource involved in producing monthly email reports of the type requested to be justified or necessary.

## **Taxi and Private Hire Trade (12)**

**Question No: 2018/0620**

David Kurten

Due to the three-month delay to the introduction of the electric cab, coinciding with a depleting fleet and rising costs in cab rents, will you instruct TfL to put an extension on taxis that are coming up to the 15 year age limit?

The Mayor

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

## **Taxi and Private Hire Trade (13)**

**Question No: 2018/0621**

[David Kurten](#)

You have previously been asked if you believe that Uber should pay UK tax. Your reply appears to have been written by a TfL officer. Do you, as the Mayor of London, personally believe Uber should pay UK tax?

[The Mayor](#)

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

### **Written response from the Mayor received 07/03/2018**

I believe that every company operating in the UK should be paying the appropriate level of UK tax.

However, as I mentioned in my previous response, tax arrangements of private hire operators are a matter for Her Majesty's Revenue and Customs.

## **Taxi and Private Hire Trade (14)**

**Question No: 2018/0622**

[David Kurten](#)

In answer to question [2017/2646](#) from July 2017, you stated that TfL Knowledge staff have begun attending school career events. To date, how many events have TfL attended? How many, if any are scheduled for 2018?

[The Mayor](#)

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

### **Written response from the Mayor received 07/03/2018**

Last summer, Transport for London (TfL) Knowledge staff attended a careers event at a school in south-west London. Two further events are scheduled in February and March 2018, including a TfL careers day for candidates who have left or are in the process of leaving the armed forces.

TfL is committed to raising the profile of the Knowledge and recently met with senior trade representatives and Knowledge schools in order to explore opportunities to further promote it. TfL will continue to meet and work with the trade to exchange ideas on how this can be achieved.

TfL continues to investigate whether the Knowledge can be established as a formal qualification, potentially enabling applicants to apply for study loans.

## **Taxi and Private Hire Trade (15)**

### **Question No: 2018/0623**

[David Kurten](#)

When will you respond to question [2017/5256](#) from December 2017 which asks 'Why did TfL licence UBER in 2012 and not know or understand the mechanisms of inviting and accepting bookings? Why did they fail again to understand the booking process when they carried out their investigation into their business model in 2014? Did TfL Management just take assurances from UBER rather than carrying out their own due diligence?'

[The Mayor](#)

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

### **Written response from the Mayor received 07/03/2018**

All applicants for private hire operator licences are required to demonstrate that they comply with private hire legislation, and Uber London Limited (ULL) is no exception.

ULL was licensed as a private hire operator in London in 2012, having met the same pre-licensing requirements as any other applicant for an operator's licence at the time.

Transport for London conducted further investigations in 2014, and engaged extensively with Uber regarding its business model, and in particular the mechanisms by which bookings are invited and accepted.

## **Detective Shortage**

### **Question No: 2018/0624**

[Peter Whittle](#)

To ask the Mayor what progress has been made in addressing the Metropolitan Police's shortage of detectives.

[The Mayor](#)

There are currently 748 detective constable vacancies.

Detective recruitment remains a challenging area and AC Gallan continues to lead a Met Diamond group to oversee the Met's action to resolve the shortfall.

The introduction of direct entry detectives in the summer of 2017 is anticipated to make a considerable difference and the first successful group of applicants has now begun training. This is a ground-breaking initiative that is making good progress.

Other means to improve the detective shortfall include additional courses to support potential trainee detectives through the National Investigative exam process; and investigative coaching and mentoring processes to support the development and experience of trainee detectives.

MOPAC will continue to monitor the number of detectives.

## **Hate Crime**

**Question No: 2018/0625**

[David Kurten](#)

How many hate crimes recorded on 7th June 2016 had prima facie evidence of an aggravating factor and how many did not have prima facie evidence of an aggravating factor?

[The Mayor](#)

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