

## Written Answers to Questions Not Answered at Mayor's Question Time on 19 October 2018

### London's Brexit preparations

**Question No: 2018/2841**

[Len Duvall](#)

Can you provide an update on how you are preparing London for when/if the UK leaves the EU?

**Oral response**

### Blackhorse Lane Bridge

**Question No: 2018/2673**

[Steve O'Connell](#)

Should my constituents be satisfied that repairs to Blackhorse Lane Bridge will not be completed until 2022?

Note of clarification: the date above should read 2020.

**Oral response**

### Climate change

**Question No: 2018/2526**

[Caroline Russell](#)

A new study from the Intergovernmental Panel on Climate Change (IPCC) shows that at the current rate of warming, the central estimate for reaching 1.5C is around 2040, but it could be as early as 2030. In this context, will you review your carbon reduction targets and your ambition to make London a zero carbon city by 2050?

**Oral response**

### Brexit

**Question No: 2018/2904**

[David Kurten](#)

Given you are now calling for a second referendum, why do you not respect the democratic will of the British people who voted to leave the European Union on 23rd June 2016?

**Oral response**

## **Consequences of Brexit for the environment**

**Question No: 2018/2740**

[Leonie Cooper](#)

What does the "governance gap" concerning air quality legislation when/if the UK leaves the EU mean for London's air?

**Oral response**

## **Brexit and Affordable Housing**

**Question No: 2018/2754**

[Tom Copley](#)

The Governor of the Bank of England, Mark Carney, has described a scenario following Brexit where house prices crash by up to 35%. What impact would this have on the capacity of London to build the affordable houses we need?

**Oral response**

## **Brexit and Policing**

**Question No: 2018/2760**

[Unmesh Desai](#)

Given the warnings contained in the National Police Coordination Centre report, how are you and the Met planning for the different scenarios of a no-deal Brexit?

**Oral response**

## **Accountability**

**Question No: 2018/2631**

[Andrew Boff](#)

How are you improving accountability at the GLA?

**Oral response**

## **999 calls**

**Question No: 2018/2558**

[Caroline Pidgeon](#)

Are you currently satisfied with Metropolitan Police response times?

**Oral response**

## **Brexit & Transport**

**Question No: 2018/2843**

[Florence Eshalomi](#)

How will transport services in London be affected if the UK leaves the EU without a deal?

**Oral response**

## **Brexit**

**Question No: 2018/2905**

[Peter Whittle](#)

I note the recent news that the luxury brand Chanel has announced that its new international headquarters will be in London and that Unilever has cancelled its decision to move its headquarters to the Netherlands and will remain in London.<sup>1</sup> I also note that that the Anglo-Dutch publishing giant RELX has also decided to move its headquarters to London. Isn't this all good news for London and Londoners, despite the continued fear-mongering by the Remainer tendency and its cheerleaders in the mainstream media?

<sup>1</sup> Worth around £33bn, RELX is the parent company of a number of publishers, including Elsevier, Reed, LexisNexis and MLex.

**Oral response**

## **Food after Brexit**

**Question No: 2018/2842**

[Len Duvall](#)

What preparations are in place to ensure that Londoners have access to affordable and nutritious food when/if we leave the EU?

**Oral response**

## **Post Brexit Immigration**

**Question No: 2018/2885**

[Navin Shah](#)

What support can you provide to ensure that London's economy has the skills it needs to thrive when/if the UK leaves the EU?

**Oral response**

## **Women's centres in London**

**Question No: 2018/2509**

[Sian Berry](#)

In light of the London Assembly Police and Crime Committee report, A Long way from home, published in July 2018, what are you doing to support women's centres in London?

**Oral response**

## **London's science, technology and maths education**

**Question No: 2018/2728**

[Jennette Arnold](#)

How is the Mayor supporting young Londoners to gain the science, technology and maths (STEM) skills necessary to maintain London's status as a science and technology leader when/if the UK leaves the EU?

**Oral response**

## **Modern day slavery**

**Question No: 2018/2759**

[Unmesh Desai](#)

How are you working to improve multi-agency partnerships across London to tackle modern day slavery?

**Oral response**

## **Rape/Sexual assault survivors' data requests**

**Question No: 2018/2864**

[Joanne McCartney](#)

How is the Metropolitan Police Service ensuring that its requests for personal information and data from survivors of rape and serious sexual assault are proportionate during an investigation?

**Oral response**

## **Garden Bridge**

**Question No: 2018/2753**

[Tom Copley](#)

Are you confident that Transport for London will not pay any further sums to the Garden Bridge Trust?

**Oral response**

## Increase in vulnerable road user casualties

**Question No: 2018/2510**

[Caroline Russell](#)

What immediate actions will you take to reduce the increased risk faced by vulnerable road users in London, as shown in the latest Transport for London (TfL) road safety report?

[The Mayor](#)

No death or serious injury is acceptable. That is why my Transport Strategy includes Vision Zero, with targets to reduce and then eliminate deaths and serious injuries on the transport network by 2041.

Transport for London (TfL) recently published its Vision Zero Action Plan, which sets out a range of bold measures to achieve the Mayor's Vision Zero targets. Work is now in hand to:

- Reduce speed limits on 150km of TfL's road network, including all of TfL's roads inside the congestion charging zone.

- Deliver the Safer Junctions programme

- Bring in the world's first bus safety standard

- Commission new training for every bus driver in London

- Bring in the world's first Direct Vision Standard for HGVs

- Raise public awareness of risky behaviours such as speeding

- Enhance motorcycle training

- Implement a new targeted enforcement strategy with the Metropolitan Police

- Work with London Boroughs to help embed Vision Zero into their Local Implementation Plans.

## **Accessible travel on the tube for people with limited mobility (1)**

**Question No: 2018/2511**

[Caroline Russell](#)

Visitors to London with limited mobility have no way to judge the walking distances between tube lines or from entrance to platform on arrival at London's mainline stations. Will you ask Transport for London (TfL) to include walking times on signage?

[The Mayor](#)

Transport for London (TfL) recognises the importance of walking distance information for some of its customers, which is why it has conducted an audit of walking distances within London Underground stations. TfL plans to integrate this information within Journey Planner and make it available to third party app developers as part of its open data policy. This will enable customers with varying mobility needs to plan their journeys in advance.

TfL tries to keep signs as simple as possible so as not to overload customers with too much information. This is why TfL uses colour and pictograms as much as possible, so the signs are simple and universal. This also makes navigation easier for people aren't proficient in English.

TfL will be in touch with your office with a progress update on Journey Planner and app integration, once timescales for the completion of this work have been agreed.

## **Accessible travel on the tube for people with limited mobility (2)**

**Question No: 2018/2512**

[Caroline Russell](#)

Will you ask Transport for London (TfL) to develop an app giving walking times at tube stations to help people with limited mobility to plan routes with the least walking and fewest stairs or will TfL share this information in its journey planning open data for app developers to use?

[The Mayor](#)

Please see my response to Mayor's Question 2018/2511

## **Liveable Neighbourhoods bids from boroughs (1)**

**Question No: 2018/2513**

[Caroline Russell](#)

In answer to my question 2018/1441 you told me 28 boroughs submitted bids for Liveable Neighbourhoods programme funding. How much funding would have been allocated if all 28 bids were successful?

[The Mayor](#)

The Liveable Neighbourhoods Programme has a total budget of £115m (over the TfL business plan). If all 28 bids had been successful, this funding would have been allocated between them.

However, funding is only awarded to bids which meet the Healthy Streets criteria as set out in my Transport Strategy and not all of the bids were of the standard required to qualify under this scheme. As mentioned in Mayor's Question 2018/1441, seven boroughs were awarded funding in 2018/19.

Boroughs will have the opportunity to bid for further schemes in November 2018, and in future years. You can find out more about this on the [TfL website](#).

## **Liveable Neighbourhoods bids from boroughs (2)**

**Question No: 2018/2514**

[Caroline Russell](#)

In answer to my question 2018/1441 you told me 28 boroughs submitted bids for Liveable Neighbourhoods programme funding. Will your office provide guidance to boroughs to help improve their bids for the next round of funding?

[The Mayor](#)

Transport for London (TfL) has proactively engaged and collaborated with all London boroughs to help ensure that revised bids are improved, and that new bids are ambitious in contributing to the delivery of my Transport Strategy.

Over the past year, TfL has updated the Liveable Neighbourhoods guidance which now includes more detail about freight, how TfL is assessing the bids, use of sustainable drainage systems, the role of innovation, and introducing a more simplified and efficient bidding procedure. TfL has presented Liveable Neighbourhood workshops, conferences and engagement sessions, as well as site visits and bid support meetings. TfL also invited London Councils to sit on the Liveable Neighbourhoods Board to provide strategic direction for the programme and ensure borough feedback is considered.

## **Cycling Delivery Plan**

**Question No: 2018/2515**

[Caroline Russell](#)

Thank you for your answer to my question 2018/1757. When will your Cycling Delivery Plan be published?

[The Mayor](#)

My Cycling Action Plan, including the plan for delivery, will be published by the end of this year.

## **Countdown to arrival screens at bus stops**

**Question No: 2018/2516**

[Caroline Russell](#)

A constituent has asked if Transport for London (TfL) will review its policy on countdown time of arrival screens at bus stops to include installing and funding screens at bus stops with over 60,000 or even 70,000 boarders per year?

[The Mayor](#)

Transport for London (TfL) provides real time bus arrival information for Londoners through a number of channels, and its research shows that most Londoners access this information using personal devices such as mobile phones. As a result, since the implementation of 2,500 Countdown signs in shelters in 2011/2, additional Countdown signs have not been prioritised in the budget.

TfL does understand that there will be local requests for further signs and, providing the stop is suitable, has offered the opportunity for London boroughs to purchase additional signs, perhaps using secured Section 106 funding or alternative private purchase funding streams. TfL's policy is that stops with more than 50,000 boarders per year are suitable for third party funded installation. TfL does not hold any budget for any Countdown signs, and would therefore not be able to fund a new sign, regardless of the number of boarders per year.

TfL does recognise the need to provide real time information to customers, and will keep working with third parties to ensure data is distributed through smartphone applications.



## **Star rating system for lorries and Vision Zero action plan (1)**

**Question No: 2018/2517**

[Caroline Russell](#)

How many HGVs currently operating in London would be rated a) zero stars, b) one star, c) two stars, d) three stars, e) four stars, and f) five stars under your star rating system? If precise figures are unavailable could you give the best estimates based on your working assumptions used in the Vision Zero action plan?

[The Mayor](#)

In April 2018, AECOM carried out a data collection exercise on behalf of Transport for London (TfL) in order to more accurately predict the London population of Heavy Goods Vehicles (HGVs). This analysed the number of HGVs over 12 tonnes gross vehicle weight (Category N3) operating in London by make and model against the proposed Direct Vision Standard (DVS).

The results indicate that 0-star vehicles represent 29 per cent of the London N3 vehicle population, vehicles with a 1-2 star rating represent 43 per cent, and vehicles rated 3-5 stars represent 28 per cent of London N3 vehicles.

The total number of unique individual N3 vehicles recorded entering London in 2016 was 222,278.

## **Star rating system for lorries and Vision Zero action plan (2)**

**Question No: 2018/2518**

[Caroline Russell](#)

How many HGVs do you expect to improve their star rating using the 'safe system' outlined in your Vision Zero action plan? Could you tell me what the assumptions are for lorries and HGVs improving from a) zero stars to one star, b) one star to two stars, and c) two stars to three stars?

[The Mayor](#)

The star rating of a Heavy Goods Vehicle (HGV) relates solely to the measurement of how much a driver can see other road users directly from their cab. However, a vehicle that does not meet the minimum star rating threshold (1 star in 2020) will still be able to operate in London provided it has the mitigating safe system features fitted. The safe system is a series of vehicle safety measure to address the current poor levels of direct vision in the existing HGV fleet and reduce the overall risk HGVs present to cyclists and pedestrians.

The safe system does not count towards an HGV's direct vision star rating because it is an alternative system for those vehicles whose star rating does not meet the minimum requirement. Application of the safe system therefore cannot improve the star rating of a vehicle, which relates solely to the direct vision the vehicle provides. There are therefore no assumptions about vehicles changing star ratings.

## **Cycle spending**

**Question No: 2018/2519**

[Caroline Russell](#)

The Transport for London (TfL) Quarterly Performance Report, Quarter One, 2018/19, shows that £20 million in capital expenditure has been spent on Healthy Streets. Can you break this down into what has been spent on Cycle Superhighways, Quietways, Mini Hollands and Liveable Neighbourhoods?

[The Mayor](#)

Of the £20m Healthy Streets capital expenditure in Quarter One, £6m was spent on Cycle Superhighways, and £2m was spent on Quietways and the Central London Grid. Other Healthy Streets capital expenditure in this quarter included Safer Junctions and bus priority schemes.

In addition, £6m of operational expenditure was spent on Mini-Hollands and Liveable Neighbourhoods.

Note: TfL's accounting guidelines determine that some projects delivered on borough roads need to be recorded as operating rather than capital expenditure.

## **Oxford Street and Local Implementation Plan**

**Question No: 2018/2520**

[Caroline Russell](#)

Given the narrow window of opportunity this financial year to use GLA Act powers to approve, or not, the City of Westminster's Local Implementation Plan, including its proposals for Oxford Street, can you set out the steps that you will take and their timescale to ensure an appropriate and safe scheme is in place before the opening of Crossrail?

[The Mayor](#)

I have asked Westminster City Council (WCC) for full details of its proposals as soon as possible and expect to see its Local Implementation Plan (LIP) soon.

I have asked TfL to work with WCC as its new plans come forward, and I have been clear both about the challenges facing the area that need to be addressed by the proposals, and the need for swift action.

WCC's draft LIP is due for submission for TfL assessment and feedback in November 2018. I expect it to fully reflect those challenges, and how the new Oxford Street area proposals fit with borough-wide proposals to deliver the Healthy Streets Approach set out in my Transport Strategy.

I understand at this point that WCC intends to use a combination of its own funding and third-party contributions to deliver the strategy. However, this does not remove its responsibilities under the GLA Act. Equally, those powers over LIPs are not the only way in which to set expectations and influence projects in central London, and TfL will continue to work through the different avenues available to ensure that central London's challenges are fully met.

## **Borough Local Implementation Plans**

**Question No: 2018/2521**

[Caroline Russell](#)

What consideration and guidance have you given to boroughs regarding your power to refuse to approve Local Implementation Plans (LIP) that are inconsistent with your Transport Strategy?

[The Mayor](#)

Section 146 of the GLA Act 1999 provides the statutory framework for approval of LIPs. A LIP can only be approved if it is consistent with my Transport Strategy and contains proposals and a programme which are adequate for the purposes of implementing the strategy.

In March 2018 I published detailed Local Implementation Plan (LIP) Guidance for boroughs. The guidance explicitly sets out the requirements the boroughs must meet and makes clear that boroughs must set local objectives and detailed programmes which contribute to achieving the aims and outcomes of my Transport Strategy. The Guidance was jointly prepared with London Councils and the assistance of a borough officer working group.

Transport for London (TfL) has also made extensive travel and transport data analysis available to enable boroughs to take an evidence led approach in setting their local objectives and programmes and has shared the TfL LIP Assessors' Guide with borough officers.

If a LIP is inadequate, I can direct the borough to make alterations or I can prepare a LIP on behalf of the borough which the borough must then implement. However, TfL officers are working closely with borough officers across London, as they develop their LIPs, to ensure good consistency with my Transport Strategy.

## **Peckham High Street (1)**

**Question No: 2018/2522**

[Caroline Russell](#)

Why did the Transport for London (TfL) Peckham Town Centre study in 2016 leave out its long-standing commitment to implement a cycle superhighway along Peckham High Street?

[The Mayor](#)

The 2016 Peckham Town Centre study originally derived from Transport for London's (TfL's) Pedestrian Safety Action plan in 2014. The study aimed to make walking in the town centre safer and more attractive.

A cycle superhighway was not in scope for the study at the time because the previous administration took a decision to end Cycle Superhighway 5 at Oval. However, TfL has since broadened its plans in this area to include benefits for cyclists and intends to consult on these in 2019.

TfL and the London Borough of Southwark are also currently developing plans for a new 4km cycle route linking Peckham with Rotherhithe. This would link Peckham with key and growing destinations such as Canada Water and Surrey Quays and connect other cycling routes such as Quietway 1 and the proposed Cycle Superhighway 4.

TfL is also looking at providing another cycle route between Deptford and Oval, which would also link with Peckham.

## **Peckham High Street (2)**

**Question No: 2018/2523**

[Caroline Russell](#)

In light of the latest tragedy on Peckham High Street, where a woman cycling suffered life-changing injuries after a collision with a lorry, will you use your influence to call for the Peckham Square development to be paused and for Transport for London (TfL) to offer funding for an urgent study into the viability of a cycle superhighway in this location?

[The Mayor](#)

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

## **Access to tap water**

**Question No: 2018/2524**

[Caroline Russell](#)

What progress have you made in improving access to tap water on the Transport for London (TfL) network since the London Assembly Environment Committee report, Bottled Water, was published in April 2018?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

My recently published London Environment Strategy demonstrates my commitment to cut London's plastic waste, and I have announced a £5m fund to install a network of water fountains across the capital to help people refill bottles rather than buying single-use ones. Transport for London (TfL) strongly supports measures to improve access to tap water on its network. TfL is carrying out feasibility studies and reviewing options to install drinking water fountains across the Bus, Overground and London Underground networks, and on the Elizabeth Line. It is also working with project sponsors and boroughs to integrate fountains within major new projects.

The London Refill initiative is progressing well with 27 retailers across the London Underground network now offering free bottle refills to customers.

TfL is also supporting the Refill initiative and is committed to expanding its initiatives to provide free drinking water across London.

## **RE:NEW programme and client complaints**

**Question No: 2018/2525**

[Caroline Russell](#)

What evaluation has been done of the RE:NEW programme? Could you provide a breakdown of the annual number of client complaints since 2015, as well as a breakdown of what the complaints were about?

[The Mayor](#)

An independent evaluation of the RE:NEW programme was published on the GLA website in August 2017.

There have been no client complaints since 2015.

## **Barnet Council proposal to stop separate household food waste collection (5)**

**Question No: 2018/2527**

[Caroline Russell](#)

Thank you for your answer to my question 2018/2461. Despite your offer of a free-of-charge review of Barnet Council's waste collection and recycling services to identify options for how their food waste service can be continued in a cost-effective manner, the council has opted to suspend its food waste collection on the 4 November 2018. What is your response?

[The Mayor](#)

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

## **Proposed Harris Academy on land at High Path, Colliers Wood**

**Question No: 2018/2528**

[Caroline Russell](#)

Adjacent to the site of the planning application for a proposed Harris Academy on land at High Path, Colliers Wood, SW19 2JY, you provided Merton Abbey Primary school with an air quality audit to help protect children from illegal levels of air pollution. According to your audit: "The head teacher [of Merton Abbey Primary school] is very concerned about the impact that the additional school on High Path will have on the transport network and air quality." Have you carried out your own air pollution assessment and have you made any representations to Merton Council on this matter?

[The Mayor](#)

I am not familiar with this planning application as it is being dealt with by the local council and is not referable to me.

You will however be aware that I have placed air quality high on my agenda because I believe poor air quality is not only a public health issue but a matter of social justice. This is why we are working to reduce pollution at its source, to improve air quality for all Londoners.

## **Environmental budget**

**Question No: 2018/2529**

[Caroline Russell](#)

Could you provide your environmental budget for the financial years 2018/19, 2019/20 and 2020/21, broken down by individual programmes?

[The Mayor](#)

The revenue and capital budgets for the environment team's programmes were set out in appendix B and C to MD2268 (<https://www.london.gov.uk/decisions/md2268-mayoral-component-budget-2018-19>). The GLA's budget for 2019/20 is currently being prepared, and a draft will be submitted to the Assembly in advance of the 21 November meeting of its Budget and Performance Committee

## **Higher levels of pollution on Brixton Road (2)**

**Question No: 2018/2530**

[Caroline Russell](#)

Thank you for your answer to my question 2018/1752. You said: "I have asked my team to work with King's College London to better understand the readings at Brixton Road as a matter of urgency." Could you provide an update?

[The Mayor](#)

We have now commissioned Kings College London to produce a report on concentrations at the Brixton Road monitoring site, this analysis will be published later this year.

## **Integrated Energy Strategy for Transport for London (1)**

**Question No: 2018/2531**

[Caroline Russell](#)

When will your final Integrated Energy Strategy for Transport for London (TfL) be published?

[The Mayor](#)

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

## **Written response from the Mayor received 01/11/2018**

Transport for London's (TfL) [Energy Strategy](#) is an ongoing, internal piece of work regarding TfL's direct energy consumption and energy assets, and as such documents will not be published formally. The TfL Energy Strategy supports the aims and objectives for energy in London set out in the London Environment Strategy and in my Transport Strategy.

The highest priority for investment within the energy strategy is the provision of charging infrastructure for TfL bus services to support my commitment that all TfL buses will be zero emission. Work is also underway to install solar on 24 TfL sites procured through the GLA's RE:FIT framework, and the plan is to install a total of 1.1MW of peak generating capacity starting in early 2019.

Progress against initiatives in the TfL Energy Strategy will be publicly available through updates to the TfL Board, primarily via the Safety, Sustainability and Human Resources panel.

## **Integrated Energy Strategy for Transport for London (2)**

**Question No: 2018/2532**

[Caroline Russell](#)

According to the Transport for London (TfL) Safety, Sustainability and Human Resources Panel meeting on 20 June 2018 which looked at TfL's Energy Strategy, the energy bill for TfL is projected to increase from a current level of £368 million per year to £559 million per year by 2030. Does this include an estimate for an increase in electricity usage as London shifts to a greater use of electric vehicles? If not, what is the forecast for this element?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

The Transport for London (TfL) Energy Strategy only relates to TfL's direct energy consumption or the energy consumed by services under TfL's control. The costs quoted include traction electricity for TfL-operated rail services, electricity and gas for TfL buildings and the energy (from diesel, electricity or hydrogen) used in TfL bus services. The figures include both direct payments to energy suppliers and indirect payments via bus contracts.

As TfL does not directly pay for the energy consumed by Londoners' road vehicles these are not part of the forecast energy bill. However, transport fuel bills are forecasted to decrease as Londoners switch to electric vehicles, as they are more efficient than diesel and petrol cars. Modelling done for the GLA suggests that a typical car travelling 20,000km will cost around £500 a year to charge, although it will depend on future electricity prices ([Element Energy 2018](#)).

## **Integrated Energy Strategy for Transport for London (3)**

**Question No: 2018/2533**

[Caroline Russell](#)

Does the energy bill for Transport for London (TfL), which is projected to increase from a current level of £368 million per year to £559 million per year by 2030, include an estimate for costs associated with Crossrail? If not, what is the forecast for this element?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

Yes - the direct electricity cost to Transport for London (TfL) of Elizabeth line services is included in the TfL Energy Strategy forecast. TfL will directly pay for electricity used in the central section of the Elizabeth line; energy costs for other sections of the line will be paid indirectly by TfL through Network Rail. Current estimates for the direct element of Elizabeth line energy costs are c£10m p.a.



## **Integrated Energy Strategy for Transport for London (4)**

**Question No: 2018/2534**

[Caroline Russell](#)

What was the outcome of the Transport for London (TfL) Integrated Energy Strategy 'Assessment of quick win/priority deliverables' that was scheduled between June and August 2018 in the Strategy's 'roadmap looking ahead'?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

Assessment of initiatives within the energy strategy has highlighted a number of opportunities, which are being considered as part of Transport for London's (TfL) annual business planning process. The highest priority for investment within the energy strategy is the provision of charging infrastructure for TfL bus services to support my commitment that all TfL buses will be zero emission. Work is also underway to install solar on 24 TfL sites procured through the GLA's RE:FIT framework, and the plan is to install a total of 1.1MW of peak generating capacity starting in early 2019.

Detailed updates on initiatives within the energy strategy will be provided via the TfL Safety, Sustainability and Human Resources panel in the New Year.

## **Mayor's fund for businesses impacted by tragedies (2)**

**Question No: 2018/2535**

[Caroline Russell](#)

Thank you for your response to my question 2017/4333. Have you done any analysis of how this fund positively supported the needs of the local people and businesses impacted by major tragedies? Are you planning to continue providing this fund?

[The Mayor](#)

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

### **Written response from the Mayor received 24/10/2018**

The emergency fund remains open in order to conclude several claims from some of the harder to reach businesses. This fund was targeted at addressing losses arising from the immediate impact of the tragedies and keeping businesses trading. Without this immediate funding, many of the businesses would have struggled to survive.

The emergency fund was followed by offers of business support for those affected at Borough Market and Grenfell. Support for businesses at Grenfell is ongoing and being delivered in partnership with local enterprise agency the Portobello Business Centre. Once this programme is complete we will produce a full evaluation of how those businesses have been supported.

## **Review of Housing Zones**

**Question No: 2018/2536**

[Sian Berry](#)

What were the outcomes of your Housing Zones review and when will it be published?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

The outcomes of my team's review of Housing Zones have already been implemented in a number of ways. For example, by identifying those Housing Zones with greatest delivery potential, the review helped my team decide where additional resources should be concentrated; by helping to identify where the levels of affordable housing in Housing Zones could be increased, it helped direct my team's efforts in this regard; and by highlighting that progress in some Housing Zones has been held back by a lack of resources and expertise in councils, it led to £600,000 being made available to fund revenue costs, including additional staff, in these areas.

## **Cost of shared ownership**

**Question No: 2018/2537**

[Sian Berry](#)

What steps are you taking to bring the cost of shared ownership properties in London to within the price range of Londoners on average incomes?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

My draft London Plan states that local planning authorities should seek to ensure that intermediate housing provision, including shared ownership, provides for households with a range of incomes below the upper income cap. Latest data shows that the median income of London households who purchase shared ownership homes was £41,000. This is significantly lower than the average income of mainstream first-time buyers which is £60,000.

In addition, I have worked with the main providers of shared ownership products in London on a London charter for service charges. This sets out their commitment to improving transparency and standardisation of service charges for shared ownership properties.

## **London Community-led Housing Hub**

**Question No: 2018/2538**

[Sian Berry](#)

Thank you for your response to my question 2018/0827. Could you give a further update on how many a) London boroughs, b) community-led housing groups, and c) individuals have so far contacted and received help and advice from the London Community-led Housing Hub?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

During its first six months in operation, five London boroughs, 53 community-led housing groups, and three individuals have received help and advice from the London Community-Led Housing Hub, with several community groups receiving support on an ongoing basis.

## **Flexibility in the Community Housing Fund**

**Question No: 2018/2539**

[Sian Berry](#)

The Government has now accepted the need for longer-term funding deals and flexibility in its newly announced funding for affordable housing. Do you accept that the same principle should be applied to community-led housing, and will you look at how you could make the GLA's Community Housing Fund grants more flexible so that new projects can extend beyond the current spending period?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

The principle of longer-term funding deals and flexibility was central to my approach to affordable housing funding launched in November 2016, and I welcome Government adopting a similar approach. I agree that Community Housing Fund grants should be flexible and responsive to the needs of the community-led housing sector. My team is in negotiations with Government about how London's share of the Fund will operate.

## **London Model of renting and next steps**

**Question No: 2018/2540**

[Sian Berry](#)

Thank you for stating your support for the campaign to end Section 21 of the Housing Act and no-fault evictions, following the London Assembly's motion on this topic. Your reply included your latest outline, as sent to the Government, of your 'London Model' of renting ([https://www.london.gov.uk/sites/default/files/135\\_motion\\_responses\\_-\\_mayor\\_to\\_chairman\\_-\\_5\\_july.pdf](https://www.london.gov.uk/sites/default/files/135_motion_responses_-_mayor_to_chairman_-_5_july.pdf)). When will this be published for feedback from Londoners, and when do you expect to finish the process and start campaigning for more powers in earnest?

[The Mayor](#)

Formal engagement to develop the London Model further will begin in the new year. I will continue to campaign and lobby for stronger renters' rights alongside this, for example through continuing to push Government on their own proposals for longer tenancies.

## **City Hall viability training for community groups**

**Question No: 2018/2541**

[Sian Berry](#)

With more viability information now being released as part of planning applications, would you consider asking your expert viability team to offer some seminars or workshops open to community groups, to help residents to learn the basics about how the viability process works and how to challenge claims made by developers?

[The Mayor](#)

Since being formed last year, my expert Viability Team has undertaken training sessions at a range of events which have been attended by councillors, borough officers and community representatives as well as having been involved in the extensive consultation process on my draft London Plan. I am keen to support community groups further on viability and will ask my team to explore opportunities to do this.

## **Anti-homeless street furniture**

**Question No: 2018/2542**

[Sian Berry](#)

Thank you for your response to my question 2017/3637 in September 2017. What actions have you now taken to ensure aggressive anti-homelessness furniture is not a feature of GLA Group land and premises?

[The Mayor](#)

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

## **Spit hoods and body worn video (2)**

**Question No: 2018/2543**

[Sian Berry](#)

Thank you for your response to my question 2018/1768. Are the CCTV cameras in Metropolitan Police custody suites capable of recording evidence of a police officer being spat at? What would be the procedure and what evidence could be used if a detainee wanted to later complain that a spit hood was used even though they didn't spit at a police officer?

[The Mayor](#)

MPS custody suites are equipped with CCTV. Such footage, in addition to body worn video (and the officers' evidential notes), are used in the prosecutions of those who assault officers and custody staff, and this includes incidents of spitting and biting.

A complaint against a police officer would be managed by the Met's Directorate of Professional Standards. All available evidence in relation to a complaint would be secured and investigated. The CCTV footage is automatically retained for 12 months, and this period is extended should it be subject to an investigation.

## **Deaths in custody and support for families (1)**

**Question No: 2018/2544**

[Sian Berry](#)

What support does the Metropolitan Police Service provide to the family of a person who has died in police custody? Could you mention any referrals that are made to other agencies for long-term support after police care?

[The Mayor](#)

Any death following police contact is likely to result in an IOPC investigation. In these investigations the IOPC leads all family engagement/support. Historically their position is to be the sole contact with a family to illustrate their independence. They will be responsible for any associated referrals.

For deaths not investigated independently, the MPS will deploy a Family Liaison Officer and will offer advice in respect of the coronial proceedings and referrals. In most cases families seek legal representation to safeguard their interests.

The MPS recommends the 'Coroner's Court Support Service', who maintain a neutral stance and are able to offer support to any person attending an inquest. 'Inquest', is a charitable organisation, supporting families and may also be suggested in relevant cases, particularly for those who may need legal assistance.

The IOPC are now working with the MPS to train, deploy and support families together with joint family liaison strategies.

## Deaths in custody and support for families (2)

Question No: 2018/2545

[Sian Berry](#)

The Report of the Independent Review of Deaths and Serious Incidents in Police Custody, published by Dame Elish Angiolini in January 2017, recommended that police forces "should give consideration to how family experiences can be brought into training and awareness packages" to improve how police officers support the families of someone who has died in custody. What steps have MOPAC and the Metropolitan Police Service done to action this recommendation?

[The Mayor](#)

Any death in custody (or any death following police contact) is highly likely to be an independent IOPC investigation. In these investigations the IOPC leads all family engagement/support. Historically their position has been to be the sole contact with a family to illustrate their independence from police.

MPS actions to support families affected by a death following police contact include:

- 1) Joint initial and continuation training for Family Liaison Officers with IOPC to enhance consistency and share best practice for supporting affected families.
- 2) Where possible, joint family liaison strategies with IOPC.
- 3) Appropriate contact with affected families during and at the conclusion of an investigation, where agreed by IOPC.
- 4) The family of Olaseni Lewis currently being engaged with the development of a joint MPS/NHS training package.
- 5) The MPS are also supporting an award in the name of Olaseni Lewis for innovative joint working in mental health arena.

## Deaths and serious incidents in police custody report

### Question No: 2018/2546

[Sian Berry](#)

The Report of the Independent Review of Deaths and Serious Incidents in Police Custody published by Dame Elish Angiolini in January 2017 made 110 recommendations. Which of the relevant recommendations have the Metropolitan Police Service accepted and actioned since then?

#### [The Mayor](#)

The Metropolitan Police Service (MPS) conducted a review following the report and an action and improvement plan is ongoing. The resulting activity is widespread and complex and cannot be fully articulated within the constraints of a Mayor's Question response, but the following summarises the MPS response in five major areas:

- Recommendation: Medical input in pre-release risk assessment (RA) process provided by the NHS. Accepted - RA is already used in the MPS; however custody healthcare is not provided by the NHS.
- Recommendation: Develop procedures to lessen impact of separation of mothers from young children. Accepted in principal - Subject to risk assessments on a case-by-case basis. Note: The initial risk assessment includes a question regarding dependents.
- Recommendation: End use of police custody for children detained under s.136 Mental Health Act. Accepted - A new provision (section 136A of the Mental Health Act 1983) prevents the use of police stations as a place of safety for under 18s (the MPS is unable to respond on behalf of NHS England regarding provision of alternative facilities)
- Recommendation: Avoid privatisation of detention services, but where used training, inspection and monitoring should mirror that of police employees. Accepted in principal - The MPS has not contracted out its detention services. It has a legacy from Private Finance Initiatives at three sites where a very small number of Carillion staff perform gaoler duties. These contractors work alongside MPS staff, most were trained by the MPS and clear protocols are in place.
- Recommendation: Body worn cameras should be rolled-out to all police officers working in the custody. Not Accepted - Additional BWV for custody staff would duplicate existing high levels of CCTV coverage in custody and would not materially improve transparency or accountability.

## **Police officer second jobs**

**Question No: 2018/2547**

[Sian Berry](#)

Research conducted by the Police Federation of England and Wales has found that 7.8 per cent of police officers have an additional job to cope with low salaries. How many officers in the Metropolitan Police Service have an additional job? Could you provide a breakdown of officer rank and what borough they live in?

[The Mayor](#)

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

## **Road crime traffic police budget 2018**

**Question No: 2018/2548**

[Sian Berry](#)

Thank you for your response to my question 2016/4611. What was the total budget of the Metropolitan Police Roads and Transport Policing Command (RTPC) and the Traffic Criminal Justice Unit in 2017/18 and what is the expected budget for 2018/19? How many full-time equivalent officers were assigned to these units in each of these years?

[The Mayor](#)

The 2017/18 Roads and Transport Policing Command budget was £144.9m and the Operating Model was made up of 1,644 Police Officers, 644 PCSOs and 43 Police Staff.

The 2018/19 Roads and Transport Policing Command Operating Model is provided in Mayor's Question 2018/2549. The budget is £140m.

The 2017/18 Traffic Prosecutions budget was £3.3m and funded 65 Police Staff.

The 2018/19 Traffic Prosecutions budget is £3.6m and funds 70 Police Staff



## **Number of Roads and Transport Policing Command officers (2)**

**Question No: 2018/2549**

[Sian Berry](#)

Thank you for your response to my question 2018/0978. Your press release on 10 September 2018 said that Metropolitan Police officers working on roads and traffic will temporarily be moved to strengthen London's Violent Crime Taskforce. How many officers, police staff and PCSOs will be left working in the Roads and Transport Policing Command unit during this time?

[The Mayor](#)

In 2018/19, the Roads and Transport Policing Command (RTPC) unit is made up of 1,612 Police Officers, 564 PCSOs and 43 Police Staff.

On 1 October 2018, the actual workforce is 1,463 Police Officers, 547 PCSOs and 37 Police Staff. This reflects the number of vacancies, as well as the Police Officers transferred on attachment to the Violent Crime Taskforce. The figure will change as vacant posts are filled.

## **Gender-blind interactions and gender-neutral titles (2)**

**Question No: 2018/2550**

[Sian Berry](#)

Thank you for your response to my question 2016/1936. I am pleased to see that almost all of the GLA Group organisations that I previously checked have now introduced gender-neutral titles as an option when filling out forms. However, the registration form for the London Landlord Accreditation scheme still gives only 'Dr' as a gender-neutral title option. Will you change this as soon as possible?

[The Mayor](#)

I am glad you are pleased with the progress we have made within the GLA group to ensure that all expressions of gender (and none) are accommodated in our public-facing initiatives. Unfortunately, the London Landlord Accreditation Scheme (LLAS) no longer has any affiliation with the GLA or Mayor of London, since I discontinued the previous Mayor's London Rental Standard initiative in April 2017.

## **Homeless victims of crimes**

**Question No: 2018/2551**

[Sian Berry](#)

How many victims of crime in London were homeless or had no fixed address in 2013, 2014, 2015, 2016 and 2017?

[The Mayor](#)

The Met Police have the following numbers for victims of crime in London who were recorded as homeless or with no fixed abode:

2013 - 1,630

2014 - 2,212

2015 - 3,833

2016 - 4,897

2017 - 5,527

## **Sickle Cell and fuel poverty**

**Question No: 2018/2552**

[Sian Berry](#)

What specific actions are you taking, under your Fuel Poverty Action Plan published in June 2018, to address fuel poverty among people in London with Sickle Cell disease?

[The Mayor](#)

My Fuel Poverty Action Plan identifies Londoners with long term health conditions as a key target group for fuel poverty interventions. The vulnerability of people with sickle cell disease to cold homes is well evidenced.

Through my Fuel Poverty Support Fund, I am funding four London boroughs to expand their fuel poverty advice and referral services across London. This year those boroughs have worked with sickle cell support services in Camden, Islington, and Croydon to assist their clients, and intend to work with others across London this winter. I have also deemed people with sickle cell disease and thalassaemia as eligible for my Warmer Homes fund.

## **All police strip searches (1)**

**Question No: 2018/2553**

[Sian Berry](#)

How many searches were conducted on members of the public by Metropolitan Police officers involving the removal of some or all of their clothing, exposing them naked or partially naked, in 2013, 2014, 2015, 2016, and 2017? Please provide a breakdown of the type of searches, for example (but not limited to), a) More Thorough searches b) More Thorough searches where intimate parts are exposed (MTIP), and c) other forms of strip searches, including PACE Code C defined Strip and Intimate searches.

[The Mayor](#)

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

## **All police strip searches (2)**

**Question No: 2018/2554**

[Sian Berry](#)

What was the positive outcome rate for searches conducted on members of the public by Metropolitan Police officers involving the removal of some or all of their clothing, exposing them naked or partially naked, in 2013, 2014, 2015, 2016, and 2017? Please provide this outcome data for each type of search (see my related question (1) for a list of types) and a breakdown of positive outcomes by outcome reason for the overall data for each year.

[The Mayor](#)

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

## **All police strip searches (3)**

**Question No: 2018/2555**

[Sian Berry](#)

Could you provide a breakdown of the number of searches conducted on members of the public by Metropolitan Police officers involving the removal of some or all of their clothing, exposing them naked or partially naked, in 2013, 2014, 2015, 2016, and 2017 based on a) gender b) ethnicity, and c) relevant age ranges, of the people searched?

[The Mayor](#)

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

## **Impounding vehicles (1)**

**Question No: 2018/2556**

[Sian Berry](#)

How many vehicles have the Metropolitan Police Service impounded in the years 2011, 2012, 2013, 2014, 2015, 2016, and 2017? Could you provide a breakdown for each vehicle type?

[The Mayor](#)

The number of vehicles recovered by the Met's Vehicle Recovery Examination Services (VRES) by financial year are as follows:

2010/11 - 49,252

2011/12 - 47,567

2012/13 - 50,572

2013/14 - 48,308

2014/15 - 38,022

2015/16 - 40,626

2016/17 - 41,759

2017/18 - 40,572

## **Impounding vehicles (2)**

**Question No: 2018/2557**

[Sian Berry](#)

What is the maximum capacity of each Metropolitan Police Service vehicle pound in London, and how many vehicles each year would have to be impounded to fill them consistently to capacity? On how many days have these sites actually been at capacity during each of the years 2011, 2012, 2013, 2014, 2015, 2016, and 2017?

[The Mayor](#)

The maximum operating capacity at each pound (Perivale and Charlton) is 900 vehicles.

The Met are unable to predict the volume of impounded vehicles needed to fill the pounds to capacity as the time a vehicle is held can vary greatly depending on the reason for its removal. However, data does show a trend of a decrease in uninsured vehicles seizures and an increase in vehicles seized as part of a criminal investigation.

The Met are unable to provide historical data on how many days the MPS pounds have been at capacity as this would require them to go into each day of the years requested to examine volumes. The database holding this information is extremely fragile and is due to be upgraded in December 2018.

## **Safer Neighbourhood Boards (1)**

**Question No: 2018/2559**

[Caroline Pidgeon](#)

In response to Question No: 2018/2081 you said: "Safer Neighbourhood Boards (SNBs) are expected to hold one public meeting/conference per year. Some SNBs choose to have all their meetings open to the public; others do not. All SNBs operate within a set of broad parameters with the dates and frequency of their meetings being set without reference to me or my Office for Policing and Crime".

Given the amount of funding that MOPAC gives these SNBs annually, do you not think it would be appropriate for MOPAC to check that at the very least, the one public meeting/conference per year that SNBs are required to hold, does actually take place?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

MOPAC has this discussion as part of their normal conversations with the Safer Neighbourhood Boards (SNB). The meeting cycle for each SNB is set locally and the specified one public meeting may happen at any point during the year and will not always be set out in advance. Details of public meetings, conferences and projects are contained in the mid and end of year reports. Each SNB has a single point of contact (SPOC), who is in contact with the chair and/or the SNB administrator. SPOCs are unable to attend all the SNBs meetings but do so depending upon diary and other commitments.

## **Safer Neighbourhood Boards (2)**

**Question No: 2018/2560**

[Caroline Pidgeon](#)

In response to Question No: 2018/2081 you were unable to supply me with details of the last (i) meeting and (ii) public meeting of Lambeth, Newham or Westminster's Safer Neighbourhood Boards (SNBs) as these were 'to be confirmed'. Can you confirm that each SNB is appointed a single point of contact within MOPAC, who usually attends SNB meetings and is in contact with those administering the SNB. Subsequently, is it not disingenuous to suggest that MOPAC wouldn't be aware of when the last meetings took place?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

Please see my response to Mayor's Question 2018/2559

### **Safer Neighbourhood Boards (3)**

**Question No: 2018/2561**

Caroline Pidgeon

The Safer Neighbourhood Boards Guidance states: "There will also be financial accountability mechanisms in line with the disbursement of any public funds". Please provide detail of these mechanisms.

The Mayor

It is of course, important to ensure that there is accountability for the use of public money and processes that are proportionate to both the sums of money involved and to the role and nature of the Safer Neighbourhood Boards. The mechanism, which involves the provision of submitting mid and end of year monitoring returns is as set out in the "SNB guidance 2018/19" available from the MOPAC web page <https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/my-area-0/safer-neighbourhood-boards>

### **Safer Neighbourhood Boards (4)**

**Question No: 2018/2562**

Caroline Pidgeon

Please can you provide a breakdown of what the £30,119 allocated in 2017/18 from the Safer Neighbourhood Board to Westminster SNB was spent on?

The Mayor

In accordance with the mechanism as set out in Mayor's Question 2018/2561 no funds have been disbursed to Westminster and is retained by MOPAC.

### **Safer Neighbourhood Boards (5)**

**Question No: 2018/2563**

Caroline Pidgeon

In response to Question No: 2018/2082 you said "Rarely, an SNB may become entirely inactive and where this is the case the SNB funding is retained by MOPAC and may be used to support the reinvigoration of the SNB or to deliver other engagement activities".

Please can you confirm whether the £30,119 allocated from the Safer Neighbourhood Board to Westminster SNB for 2018/19 is to be retained by MOPAC, given that it hasn't met in over two years and is currently inactive?

The Mayor

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

### **Written response from the Mayor received 01/11/2018**

Please see my response to Mayor's Question 2018/2562.

## **Business crime**

**Question No: 2018/2564**

[Caroline Pidgeon](#)

Your Police and Crime Plan 2017-21 notes that you will "ensure that there is an adequate focus on small and micro businesses which often do not have the resources or expertise required to navigate the complex issues linked to business crime". What support have you given to Business Crime Reduction Partnerships to protect small and micro businesses from the scourge of business crime?

[The Mayor](#)

There are several ways we are supporting small and micro businesses to protect themselves from business crime including extending the offer of the London Digital Security Centre. We have also been working with the Safer Business Network and the National Business Crime Centre to explore ways we can increase BCRPs without centralised funding and improve communication between the business community and police.

## **Cyber crime**

**Question No: 2018/2565**

[Caroline Pidgeon](#)

Last year, in response to Question 2017/5015 you said that the Metropolitan Police Service's Operation Falcon was developing a strategy to support Local Authorities against cyber crime. You also said the work of the London Digital Security Centre may be extended to cover local authorities. Can you please provide an update on progress in these two areas?

[The Mayor](#)

Falcon is currently piloting a cyber prevent panel referral system with five Local Authorities. In September, all London Local Authorities received links to the 'Little Media Series' including ten new protect animations.

As part of the cyber security strategy for London, MOPAC and LDSC have been working with the GLA's Chief Digital Officer to extend the cyber security offer to local authorities.

## **Financial crime awareness**

**Question No: 2018/2566**

[Caroline Pidgeon](#)

Do Safer Schools Officers raise awareness of fraud and other financial crimes in schools? If not, will you encourage the roll-out of this?

[The Mayor](#)

Organised by officers from Operation FALCON, Safer Schools Officers (SSO's) from across London attended awareness training on fraud last year. Materials developed by Operation FALCON are disseminated by SSO's to schools and young people at risk. These materials aim to raise awareness and promote behavioural change around some common fraud types, including Money Mules (video can be accessed via [YouTube Link](#)), Payment Fraud, Computer Software Service Fraud, Romance/Dating Fraud and Online Shopping Fraud.

## **Rogue Landlord and Agent Checker**

**Question No: 2018/2567**

[Caroline Pidgeon](#)

In relation to the case I previously mentioned in Question 2018/2096, you agreed that the offence warranted inclusion on the public tier of your Rogue Landlord and Agent Checker and told me it would appear shortly. It took over two months after the prosecution had taken place for the offence to appear on the public tier. Will you give a set timeframe under which local authorities have to upload case details, so as to improve the functionality of the checker?

[The Mayor](#)

There is a set time frame for councils to upload cases to the Rogue Landlord and Agent Checker. As indicated in my response, Waltham Forest had already uploaded this record by the time you asked your previous question. To comply with relevant legislation, the Checker processes include a notification and representations period for landlords and agents, which can take up to two months, ahead of their inclusion on the public tier.

## **'Out of hours' 999 calls (1)**

**Question No: 2018/2568**

[Caroline Pidgeon](#)

In response to Question No: 2018/2087 you said "It is not possible to break down the attached statistics by time as hourly interval reporting is only available on the system for the preceding 3 months". Please therefore provide the information requested for the preceding 3 months.

[The Mayor](#)

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



## **'Out of hours' 999 calls (2)**

**Question No: 2018/2569**

[Caroline Pidgeon](#)

How many 999 calls to the Metropolitan Police have been diverted to police control rooms outside of London in the last three months, broken down per month.

[The Mayor](#)

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

## **Estate ballot on Broadwater Farm**

**Question No: 2018/2570**

[Caroline Pidgeon](#)

Given the receipt of GLA funding to assist in the relocation of Tangmere and Northolt residents on the Broadwater Farm estate, has this created a requirement for, or will you be encouraging, the holding of an estate ballot?

[The Mayor](#)

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

## **Large panel systems**

**Question No: 2018/2571**

[Caroline Pidgeon](#)

In light of the need to relocate Tangmere and Northolt residents on the Broadwater Farm estate due to concerns over structural safety, have you made any assessment of how widespread the problem with large panel systems may be across London? If so, what is being done to address this?

[The Mayor](#)

My team has been working closely with Haringey Council in respect of the Broadwater Farm estate, and with Southwark Council in respect of the Ledbury estate, to ensure that residents of blocks with unsafe large panel systems are protected.

My team will continue to monitor the situation in these and any other similarly affected blocks. However, building safety is a central Government responsibility, and it is therefore the role of central Government to assess whether this is a widespread problem and to take any necessary remedial action.

## **Incidents on TfL network**

**Question No: 2018/2572**

[Caroline Pidgeon](#)

How are you ensuring that incidents occurring on outlying stations within the Transport for London (TfL) network are not under resourced due to an overlap in responsibilities and confusion over which police force should attend to the incident?

[The Mayor](#)

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

## **Sutton custody suite (1)**

**Question No: 2018/2573**

[Caroline Pidgeon](#)

On what date do you expect Sutton custody suite to close?

[The Mayor](#)

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

## **Written response from the Mayor received 01/11/2018**

The MPS will shortly be communicating with stakeholders to explain the proposed changes to the custody arrangements across London.

As part of these arrangements, the closure of Sutton custody suite is anticipated to take place in the first quarter of 2019. It will remain as part of the custody estate as one of eight contingency suites spread across London. Annual reviews will be carried out by the MPS to understand ongoing demand on custody provision.

The strategic decision on the future approach for custody arrangements across London will be subject to scrutiny by my Deputy Mayor for Policing and Crime in the coming weeks. All decisions by the Deputy Mayor are published on MOPAC's website.

## **Sutton custody suite (2)**

**Question No: 2018/2574**

[Caroline Pidgeon](#)

What specific assessment has been done of the travel time and cost implications of closing Sutton custody suite, which will mean Sutton borough detainees will be transferred to the Croydon custody facility for processing? If an assessment has taken place, will you publish it?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

The MPS will shortly be communicating with stakeholders to explain the proposed changes to the custody arrangements across London. In assessing the implications of custody closures detailed maps exploring travelling times were developed.

Whilst in some cases travelling time to the closest available suite will be increased, the maximum travelling time is comparable to levels currently experienced in other BCUs where there is no change to the custody estate. The impact will be varied due to location of arrest, time of day, and proximity of patrol base to custody. This variability makes quantifying any impact challenging and there is currently no direct correlation that can be drawn to the impact on resources or overtime.

The closure of Sutton custody suite is anticipated to take place in the first quarter of 2019. It will remain as part of the custody estate as one of eight contingency suites spread across London. Annual reviews will be carried out by the MPS to understand ongoing demand on custody provision.

The strategic decision on the future approach for custody arrangements across London will be subject to scrutiny by my Deputy Mayor for Policing and Crime in the coming weeks. All decisions by the Deputy Mayor are published on MOPAC's website.

### **Sutton custody suite (3)**

**Question No: 2018/2575**

[Caroline Pidgeon](#)

Given that valuable police time will be wasted travelling to alternative custody suites will you be reviewing your decision to close this custody suite?

[The Mayor](#)

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

#### **Written response from the Mayor received 01/11/2018**

Police officer time is not wasted whilst travelling to custody suites within London.

The MPS will shortly be communicating with stakeholders to explain the proposed changes to the custody arrangements across London.

As part of these arrangements, the closure of Sutton custody suite is anticipated to take place in the first quarter of 2019. It will remain as part of the custody estate as one of eight contingency suites spread across London. Annual reviews will be carried out by the MPS to understand ongoing demand on custody provision.

The strategic decision on the future approach for custody arrangements across London will be subject to scrutiny by my Deputy Mayor for Policing and Crime in the coming weeks. All decisions by the Deputy Mayor are published on MOPAC's website.

### **Digital evidence**

**Question No: 2018/2576**

[Caroline Pidgeon](#)

When will the Metropolitan Police's online system be updated to include a feature whereby digital evidence can be attached to the online form?

[The Mayor](#)

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

#### **Written response from the Mayor received 01/11/2018**

The Met has already enabled this facility; albeit currently it is only enabled for Road Traffic offences in order for us to understand and evaluate the impact on workload and implications on other systems.

## **Central Communications Command (1)**

**Question No: 2018/2577**

[Caroline Pidgeon](#)

Please provide annual figures, since 2015, of how many (i) police officers and (ii) police staff work in Central Communications Command. For the same periods, please also provide details of how many (i) police officers and (ii) police staff working in Central Communications Command were on maternity leave, long term sickness absence or a career break and how many posts were vacant.

[The Mayor](#)

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

## **Central Communications Command (2)**

**Question No: 2018/2578**

[Caroline Pidgeon](#)

How many hours of police officer overtime have been spent staffing the Central Communications Command over the past four years. Please break this down per month.

[The Mayor](#)

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

## **London Crime Reduction Board (1)**

**Question No: 2018/2579**

[Caroline Pidgeon](#)

Please list the dates of all upcoming London Crime Reduction Board meetings.

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

Forthcoming LCRB meetings will be held on:

2018

30 October 2018

2019

8 January 2019

9 April 2019

16 July 2019

15 October 2019

2020

14 January 2020

## **London Crime Reduction Board (2)**

**Question No: 2018/2580**

Caroline Pidgeon

In the interests of transparency, will you consider holding meetings of the London Crime Reduction Board in public, webcasting these, and publishing more detailed minutes of meetings?

The Mayor

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

### **Written response from the Mayor received 01/11/2018**

The London Crime Reduction Board does conform to a high level of transparency with a record of the meeting published on the GLA website during the week following the meeting. However, in order for the meeting to be fully effective and because of the operational sensitivities of the board members, it needs to take place in a non-public setting and have a published record of the meeting with a limited level of detail.

## **Command & Control contract (1)**

**Question No: 2018/2581**

Caroline Pidgeon

The current Command and Control contract with Unisys expires in October 2018. In July 2017, the Command & Control project was approved to progress to Gate 2 (Delivery Strategy) through the preparation of an Outline Business Case. Is this business case now available and if so, will you please provide a copy?

The Mayor

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

### **Written response from the Mayor received 01/11/2018**

This business case contains details which are exempt from publication due to commercial interests. The accompanying paper setting out publishable information is published on the MOPAC website: <https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/governance-and-decision-making/mopac-decisions-0/command-and-control-obc>

## **Command & Control contract (2)**

**Question No: 2018/2582**

[Caroline Pidgeon](#)

Please provide the date for when procurement of a replacement Command & Control system will begin.

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

Procurement is due to start when the Invitation to Tender is launched, which is planned to be on 16 November.

## **101 calls**

**Question No: 2018/2583**

[Caroline Pidgeon](#)

Please provide an answer to Question 2018/1332, asked in June 2018.

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

Please see my response to Mayor's Question 2018/1332



## **Police response times**

### **Question No: 2018/2584**

[Caroline Pidgeon](#)

Please provide the average Metropolitan Police response times for 999 calls categorised as (i) I grade, (ii) S grade (iii) E grade and (iv) R grade since June 2018. Please provide a breakdown per month, and per borough.

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

The table attached - MQ2018/2584 - Appendix A - contains a breakdown of the average response times for 999 calls categorised as I (immediate - within 15 minutes), S (as soon as possible), and E (extended - usually by appointment or where no agreed appointment is agreed with the caller, within 24 hours) grades since June 2018 per month and per borough. The data for October is not yet complete.

'R' grade is used on incidents that are 'Referred and not responded to'. It is therefore not possible to give response times for R grades.

## **Brexit impact study**

### **Question No: 2018/2585**

[Caroline Pidgeon](#)

Will you follow the lead of Plymouth City Council, by using the Sustainable Communities Act to request a London-specific Brexit impact study from the Government?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

I commissioned an independent study on the impact of different Brexit scenarios from Cambridge Econometrics, which was published in January. I do not at this time plan to request a further impact study from the Government.

## **Strip searches by police**

**Question No: 2018/2586**

[Caroline Pidgeon](#)

Your answer to Question No: 2018/2105 referred exclusively to MTIPs, which is just one category of police search involving nudity. Will you publish data on all searches where police ask detainees to remove their clothing, including how many resulted in the discovery of drugs, weapons or other contraband?

[The Mayor](#)

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

## **Estate regeneration ballots**

**Question No: 2018/2587**

[Caroline Pidgeon](#)

Will you amend your estate regeneration ballot policy to ensure that female spouses or cohabitants whose names are not on a tenancy agreement or the housing register are not disenfranchised?

[The Mayor](#)

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

**Written response from the Mayor received 01/11/2018**

**My ballot policy was partly modelled on the system used for large scale voluntary housing stock transfers (LSVT) from local authorities to registered providers, in which only those listed as tenants are eligible to vote in the ballot. My officers have sought advice from a leading independent housing advice agency, in whose experience there has historically been no systematic pattern of granting tenancies solely to the male partner in a heterosexual couple. Their experience is that, where an agreement is in the name of one member of a such a couple, it may at least as often be in the name of the female partner as the male partner. While they recognised there may have been some much older tenancies granted to male partners of such couples, they suggested this would have been uncommon.**

## **Crystal Palace National Sports Centre (1)**

**Question No: 2018/2588**

[Caroline Pidgeon](#)

Are you satisfied that engagement events for your Crystal Palace National Sports Centre consultation has been effectively promoted in the local community ahead of the events taking place?

[The Mayor](#)

The future of the Centre must be one that creates a sports and leisure hub that works for the whole community. I want to ensure that we achieve this, so it's important that we hear the views of as many people from the local community as we can. The consultation programme has been designed accordingly.

Materials promoting the activity have been provided to community and park groups to help share the opportunities to engage. A social media campaign has been used to raise awareness locally. In addition, a range of sports groups, local and regional bodies and local people have been written to directly and regularly emailed as part of the consultation process.

Recent consultation events have been well attended and the response to the online consultation has been strong with over 1,100 people having responded to date.

## **Crystal Palace National Sports Centre (2)**

**Question No: 2018/2589**

[Caroline Pidgeon](#)

Given that the issue of transition planning has not been included in your consultation on Crystal Palace National Sports Centre, will you consider triggering the one year extension to March 2021 for the centre?

[The Mayor](#)

I want to ensure that Crystal Palace National Sports Centre is fit for the future. Changes are needed to transform the centre into a hub for sports and leisure that works for the whole community.

The existing operator contract ends in March 2020. It is only proper that we first consult with the community on the outline proposals for the future vision of the centre, before moving on to detailed work on the transitional arrangements.

## **Crystal Palace National Sports Centre (3)**

**Question No: 2018/2590**

[Caroline Pidgeon](#)

Are you satisfied that the use of the centre by those with disabilities or special needs is being properly considered as part of the Crystal Palace National Sports Centre consultation? Will you hold specific workshops or focus groups for discussing this?

[The Mayor](#)

It is vitally important that changes made to the Centre work for the whole community, including disabled people and those with special needs. I know that the centre currently poses a range of accessibility challenges.

My team has directly contacted a range of disability activity and sports organisations to better understand their needs and the potential opportunities that the future Centre might present. These groups were invited to the recent consultation events where proposals were made to address accessibility challenges, and views and discussion were specifically invited on these proposals.

## **Transgender victims of hate crime**

**Question No: 2018/2591**

[Caroline Pidgeon](#)

In light of Demos' 'Patterns of hate crime' report, will you urge the Metropolitan Police to update its existing systems of classification to include a specific category for transgender victims of hate crime?

[The Mayor](#)

As outlined in my Police and Crime Plan, I have pledged to take a zero-tolerance approach to hate crime in all its forms and I will continue to encourage individuals to report hate crimes, both offline and online.

The report you refer to raises the issue of the Metropolitan Police Service's current methods of flagging transgender hate crimes. My Victim's Commissioner for London chairs a quarterly Hate Crime Board which routinely considers reports and updates of this nature. The MPS also sit on this board and is reviewing their hate crime recording data with a view to considering what changes could be made to improve the recording process to reflect victims and suspects who identify as transgender or non-binary. This work and the Demos report will be considered at the next meeting of the London Hate Crime Board in December 2018.

## **Crossrail**

### **Question No: 2018/2592**

[Caroline Pidgeon](#)

Your 24th report to the London Assembly for Mayor's Question Time on the 13th September 2018 stated that "I had my regular meeting with Transport for London on 26 July." Please clarify which TfL and Crossrail officers attended this meeting and whether the progress on the completion of Crossrail was discussed at this meeting.

[The Mayor](#)

The section of the meeting dealing with Crossrail Limited was attended by Mike Brown (Commissioner), Mark Wild (Managing Director, London Underground) and Andy Brown (Head of Corporate Affairs) from TfL; and Sir Terry Morgan (Chairman) and Simon Wright (Chief Executive and Programme Director) from Crossrail Limited. Sir Terry and Simon updated me on the Crossrail programme and it was agreed that they would provide a further update by the end of August.

## **Taxi and private hire action plan**

### **Question No: 2018/2593**

[Caroline Pidgeon](#)

When do you plan to publish the update to your taxi and private hire action plan?

[The Mayor](#)

A host of measures have been delivered, or are planned for delivery, since I launched my Taxi and Private Hire Action Plan to improve public safety and support our taxi and private hire trades.

The majority of commitments have been met and details of these are set out below under the headings from the Action Plan:

#### Enhancing public safety

- TfL has made a number of regulatory changes to improve safety and raise standards in the private hire industry, including an English language requirement for private hire drivers, a voice contact requirement (e.g. telephone), accurate fare estimates and provision of driver and vehicle details to a customer in advance of their journey. TfL has robustly defended some of these measures in the High Court and Court of Appeals in the interests of public safety.
- Several further measures to improve safety and raise standards across the private hire industry were subject to the recent Private Hire Vehicle Safety consultation, the results of which will be published soon. A further consultation is planned for later this year, containing a number of proposals based on the policy statement published in February: <http://content.tfl.gov.uk/private-hire-policy-statement.pdf>.
- TfL has recruited over 200 taxi and private hire compliance officers that are dedicated to tackling illegal activity, including touting.

## New initiatives for the taxi trade

- All taxis licensed in London now accept card and contactless payment options, making it even easier for customers to pay. This was recently extended to include payments by American Express.
- Taxis have been granted access to 18 additional bus lanes and TfL has asked boroughs across London to consider granting access for taxis to a number of bus lanes that they control.
- TfL has increased the number of taxi ranks across the capital by 20 per cent - increasing the number from 500 to more than 600.
- TfL recently applied to Ofqual, seeking recognition as an accrediting body. Providing that TfL's application is accepted, it will submit a second application which will seek to establish the Knowledge of London as a formal qualification.

## Delivering the greenest taxi fleet in the world

- All taxis new to licensing must be zero emission capable (ZEC). As of 9 October 2018, TfL has licensed 626. Significant incentives remain available for the trade to encourage them to switch to new ZEC vehicles, including the Office for Low Emission Vehicles plug-in taxi grant and TfL's delicensing scheme, which offers a payment of up to £5,000 to encourage owners of the oldest most polluting taxis to remove them from the fleet.
- To support this, TfL has funded the installation of over 130 new rapid charge points across London of which 60 are taxi dedicated.

## Lobbying for additional powers

TfL was an active member of the DfT's Task and Finish Group, which recently published its report including a number of important recommendations: [www.gov.uk/government/publications/taxi-and-private-hire-vehicle-licensing-recommendations-for-a-safer-and-more-robust-system](http://www.gov.uk/government/publications/taxi-and-private-hire-vehicle-licensing-recommendations-for-a-safer-and-more-robust-system). TfL and I continue to lobby government for important legislative changes, including a cap on the number of private hire drivers, reform of cross border hiring, statutory definitions of plying for hire and pre-booked and high-level national minimum standards.

Regular updates regarding the work TfL is carrying out are provided by a variety of means including, on TfL's website, via the media and social media, in a weekly email to 110,000 licensees, during GLA question sessions and through continual engagement with the taxi and private hire trades.

## **On-demand bus services**

**Question No: 2018/2594**

[Caroline Pidgeon](#)

What discussions have you or TfL had with the Government in 2018 about modifying the legislative framework for on-demand bus services?

[The Mayor](#)

The Department for Transport launched a 'Future of mobility call for evidence' consultation in July. Transport for London (TfL) formally responded to this consultation, raising the need for legislation to be reviewed and brought up to date to take into account modern forms of ride-sharing, such as demand responsive buses.

TfL also highlighted the disparity between the regulatory regimes for Public Service Vehicles and Private Hire Vehicles, both of which may offer broadly similar services from a customer perspective.

TfL will continue to engage with the Department of Transport and will determine its next formal steps once the consultation report is published.

## **Pay for London trainee bus drivers (1)**

**Question No: 2018/2595**

[Caroline Pidgeon](#)

In an Evening Standard article dated 13th April 2017, it is stated by Claire Mann, TfL's Director of Bus Service Delivery and Operations that: "Payment of the London Living Wage has been a contractual requirement for all bus companies operating in London for some time. We expect the LLW to be paid to all of their staff, including trainee drivers." Please state the exact date that such a contractual requirement first came into place and the details of this contractual agreement.

[The Mayor](#)

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

## **Written response from the Mayor received 01/11/2018**

Transport for London (TfL) did and does expect the London Living Wage (LLW) to be paid for all staff working on the bus network, and started including this in bus contracts in 2009. Following a report that trainee drivers may not be receiving the LLW, TfL wrote to its bus operators in April 2017 to confirm its position.

TfL has subsequently ensured that all bus operator staff are paid the LLW and continues to ask operators to confirm in writing that they are complying each year when the hourly rate is revised.

## **Pay for London trainee bus drivers (2)**

**Question No: 2018/2596**

[Caroline Pidgeon](#)

Since the commencement of the contractual requirement of the London Living Wage please state what steps TfL has taken to ensure full compliance for all staff, including for trainee drivers.

[The Mayor](#)

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

**Written response from the Mayor received 01/11/2018**

Please see my response to Mayor's Question 2018/2595

## **Pay for London trainee bus drivers (3)**

**Question No: 2018/2597**

[Caroline Pidgeon](#)

Since the discovery by the Unite union that some trainee bus drivers were being paid under the London Living Wage, as set out in the Evening Standard article dated the 13th April 2017, please set out what further actions you and TfL have taken to enforce the contractual agreement that all bus companies operating in London must pay the London Living Wage to all their staff. Please also state whether TfL has required any bus companies that have broken their contractual agreement with TfL over the payment of the London Living Wage to retrospectively make back payments to trainee bus drivers and any other staff who have not been paid the London Living Wage?

[The Mayor](#)

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

**Written response from the Mayor received 01/11/2018**

Please see my response to Mayor's Question 2018/2595



## **Empty homes in Empress Place**

**Question No: 2018/2598**

[Caroline Pidgeon](#)

Transport for London and Capital & Counties Properties PLC (Capco) own several properties in Empress Place, SW6 1TT, through their joint venture Earls Court Partnership Ltd. These homes are held as security against a loan from the Home and Communities Agency. These buildings were housing Capco employees at the beginning of the year. They are now boarded up. Can you explain why these properties are not being used during the housing crisis?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

Please see my response to Mayor's Question 2018/2599.

## **Earls Court Masterplan**

**Question No: 2018/2599**

[Caroline Pidgeon](#)

The Earls Court Masterplan has stalled, and acres of land lie empty, which could be put to meanwhile use through a range of imaginative, green, community-led proposals bringing life and prosperity to the blighted area. Are you working on a strategy to do so and if not, why not?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

To make meanwhile use of the Earls Court site, Earls Court Partnership Limited (ECPL) has opened up a pop up high street named West Brompton Crossing (<https://www.westbromptoncrossing.com/>) which utilises a large number of Empress Place properties. The high street now includes restaurants and shops providing amenity for the local community, and a dedicated free of charge community space called The Crossing. This space is open for local entrepreneurs, students and businesses to takeover and sell products free of charge in a supportive and pressure free environment.

ECPL are also looking to establish a skills hub on-site at Earls Court. This facility could provide hundreds of Londoners with construction training, helping to ensure London is equipped with the skilled workforce it needs.

## **Class172/0 diesel trains**

**Question No: 2018/2600**

[Caroline Pidgeon](#)

Modern Railways magazine reports TfL has announced jointly with Bombardier that the seven remaining Class172/0 diesel trains subleased by Arriva Rail London will transfer progressively from them to the lease holder West Midlands Trains. If this is correct what are the dates for each train's transfer?

[The Mayor](#)

The dates when the remaining seven Class172 trains transfer to West Midlands Trains is a matter of ongoing commercial discussion and have not been confirmed.

## **RV1 bus service (1)**

**Question No: 2018/2601**

[Caroline Pidgeon](#)

As part of TfL's proposal to end the RV1 bus service please set out TfL's plans for the continued use of the zero emission buses that currently operate on this route?

[The Mayor](#)

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

## **Written response from the Mayor received 01/11/2018**

The changes to route RV1 are subject to consultation. However, Transport for London (TfL) is in discussion with Tower Transit, the operator of route RV1, to redeploy the hydrogen buses to replace diesel vehicles on another single deck route, should the RV1 be withdrawn.

The broader bus fleet continues to be upgraded to help make London's air much cleaner. By 2020 all of London's buses will meet the ultra-clean Euro 6 standard. TfL also expects to extend the number of zero-emission pure electric buses in the fleet from the current 100 to around 140 later this year. A further 68 double-decker buses are also planned to be introduced next summer.

## **RV1 bus service (2)**

### **Question No: 2018/2602**

[Caroline Pidgeon](#)

Since halving the frequency of the RV1 bus route from the 10th February 2018 please state the total mileage carried out by each hydrogen bus that has operated on this route.

[The Mayor](#)

Please see below the mileage operated by each vehicle between 10 February and 30 September 2018. The figures reflect some vehicles being off the road for spells to allow the manufacturer to conduct maintenance and repairs.

Bus number	Miles
62991	14,803
62992	15,132
62993	13,177
62994	2,804
62995	13,252
62996	14,211
62997	12,600
62998	5,992
63101	7,415
63102	10,238
Total	109,624

## **Newcombe House**

### **Question No: 2018/2603**

[Caroline Pidgeon](#)

Following the Representation Hearing held in the Chamber at City Hall on 18th September 2018 for this application and your decision to grant permission for the application subject to planning conditions and conclusion of a Section 106 legal agreement, please set out what steps will be taken to seek to deliver full step-free access to both platforms at Notting Hill Gate London Underground station.

[The Mayor](#)

The land beneath which a lift to the eastbound District & Circle line platform would be located is not under the ownership of the developers of Newcombe House. It is therefore currently only possible - through the proposed development of the Newcombe House site - to deliver step-free access to the westbound District & Circle line platform. The land above the eastbound platform is comprised of private land and an operational London Underground sub-station, which restricts Transport for London's (TfL's) ability to deliver step-free access at this time.

While it is TfL's aspiration to deliver step-free access to the eastbound District & Circle line platform as well, that is dependent on the privately-owned land above it being developed. TfL officers have met with Frogmore, the owners of David Game House (the building located above the eastbound platform) to impress upon them the importance of safeguarding the potential to deliver step-free access in any future development of the land.

I can assure you that should an opportunity to deliver step-free access to the eastbound platform arise I would take every step to ensure it is taken, as I did by calling in the planning application for Newcombe House.

## **603 bus route**

### **Question No: 2018/2604**

[Caroline Pidgeon](#)

As part of your review of bus routes across London will you examine the merits of extending the limited 603 bus route, which currently only operates twice a day serving school children between Muswell Hill to Swiss Cottage to a service throughout the day for all passengers?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

Route 603 has been reviewed on a number of occasions. The most recent review was in October 2017. It is designed to carry children to and from schools in the Hampstead, Highgate and Muswell Hill areas. The reviews have concluded that there wouldn't be enough additional customers to justify an all-day service on route 603. With my Hopper fare, passengers can change for no extra cost between frequent parallel bus services on routes 46, 143, 210, 234 and 268.

## **Crime on buses**

**Question No: 2018/2605**

[Caroline Pidgeon](#)

In addition to TfL's existing reporting of crimes committed on London's buses using figures obtained by the Metropolitan Police Service, will you undertake to ensure that this information is provided by each bus route within Haringey borough and, in the longer term, start to regularly publish crime data information for each bus route in every London Borough?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

When any crime is reported to the police, it is usually recorded with a specific location. If it occurs on the bus network, the police will try to determine the bus route as part of their investigation. This is typically stored amongst free-text information in the crime report, as there is not a separate data field specifically for bus routes. This makes bus route data difficult to extract accurately.

When a specific location is given but the bus route is not determined, it can be served by multiple bus routes, and there is likely to be a high level of inaccuracy in presenting data in the way you have requested.

However as part of its commitment to data transparency, Transport for London is working with the Metropolitan Police Service to find a way to produce a more accurate breakdown of bus crimes by location, and intends to include this within its quarterly crime bulletins.

## **Closure of Royal Mail delivery offices**

**Question No: 2018/2606**

[Caroline Pidgeon](#)

Across London Royal Mail is closing a number of delivery offices, leading to Londoners having to travel further to pick up parcels and deliveries and often having to queue for a considerable time. What representations have you made to Royal Mail about these closures?

[The Mayor](#)

My officers have spoken with Royal Mail to understand this issue further.

Royal Mail have explained that the changing nature of the mail they deliver has resulted in some of the delivery offices no longer being fit for purpose, which is why closures sometimes occur. My officers have been informed that current office closures are broadly in line with the closures planned pre-privatisation in 2013.

I understand that Royal Mail has been in touch with you regarding the closure of the East Dulwich delivery office and that they have apologised to customers about the issues faced at the Peckham delivery office as a result.

I have been assured that a number of improvements to Royal Mail's practices should give customers better service, including options like redelivery at a convenient time or redelivery to a different address, including to local shops. Royal Mail are also extending opening hours of delivery offices in the evenings and at weekends to help prevent queues at peak times.

## **Proposed pedestrian and cycle bridge between Twickenham and Ham**

**Question No: 2018/2607**

[Caroline Pidgeon](#)

While recognising that a proposed bridge will involve extensive private financing will you ensure that TfL officers provide professional support to the London Borough of Richmond upon Thames if they wish to proceed with a pedestrian and cycle bridge at this location?

[The Mayor](#)

Transport for London would be happy to provide professional and technical support should it be requested by the London Borough of Richmond-upon-Thames.

## **Boxing Day service on the London Overground**

**Question No: 2018/2608**

[Caroline Pidgeon](#)

Last month, in answer to Question 2018/2111, you stated: "Transport for London is finalising its discussions regarding a Boxing Day service on the Overground. It expects to make a decision later this month." Please explain why such an announcement was not made last month.

Please also provide a further update as to whether or not a Boxing Day service will operate on the London Overground for Boxing Day 2018?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

After careful consideration, Transport for London (TfL) has decided that this is not the right year to launch Boxing Day services on London Overground. It is a busy and exciting time for London Overground at the moment, and TfL's focus is on the imminent arrival of new high-capacity electric trains and working with its operator, Arriva Rail London, on driver training to get the trains into passenger service as quickly as possible.

TfL would only have been able to run Boxing Day services on part of the network this year due to Network Rail and HS2 engineering work. However, the Tube, DLR and bus networks will be running this Boxing Day to help people get where they need to go.

## **Dangerous junctions**

**Question No: 2018/2609**

[Caroline Pidgeon](#)

Further to September's Mayor Question Time and your answer to MQ 2018/2072 thank you for writing to me with a timescale of proposed improvements to some of London's most dangerous junctions for pedestrians and cyclists. In relation to the junction at Woolwich Road/A102, if works at this junction cannot be completed before 'late 2023', will you consider interim measures being made to this junction? Do you accept that it is unacceptable for people to have to wait over five years for improvements to be made to such a dangerous junction?

[The Mayor](#)

My aim of eliminating deaths or serious injuries from London's streets is Transport for London's (TfL's) top priority. Transforming London's most dangerous junctions is central to this. TfL is therefore working closely with the Royal Borough of Greenwich to develop designs and identify funding to transform the Woolwich Road/A102 junction as soon as possible.

Since the tragic cycling fatality in May, the borough has refreshed line markings at the junction, including the advanced stop line (ASL) markings, and repaired damaged kerbs. The borough will also complete additional safety improvements on the westbound approach to the roundabout - the location of the cycling fatality - by spring 2019.

The timescales provided in recent communications relate to longer term improvements. These are part of a major project for a new cycle route between Greenwich and Woolwich being developed by TfL and the borough. Timescales are currently indicative and will be reviewed once the design work is completed.



## **TfL bus safety data**

### **Question No: 2018/2610**

[Caroline Pidgeon](#)

A freedom of information request (FOI-1345-1819) reveals that on the 3rd January 2018 Michael Liebreich, a former TfL board member and chair of TfL's Safety, Sustainability and HR Panel, emailed a report to the TfL Board stating: "as far as I know, we still don't publish a timeline of KSI data for buses alone" and "Similarly, we don't publish fatals for buses alone". Will you ensure that TfL publishes a timeline of KSI and fatality data for TfL buses alone on its bus safety data page?

[The Mayor](#)

Transport for London (TfL) receives details of personal injury road traffic collision data in accordance with the Department for Transport's national recording system, known as STATS19. National guidance combines bus and coach vehicle types into one category. TfL has worked with the police to provide a breakdown of road traffic collisions involving buses which is separate from coach vehicle types and this information is now available for 2017.

The most recent finalised collision figures are published on TfL's website in the 'Casualties in Greater London 2017' factsheet at <https://tfl.gov.uk/corporate/publications-and-reports/road-safety>. This includes figures for the number of fatalities and people killed or seriously injured in collisions involving a bus during 2017 on page 5 of the factsheet. Provisional collision figures for quarter 1 and quarter 2 of 2018, including a breakdown of bus and coach casualties, are scheduled to be published on our website in autumn 2018, in line with national dataset publication timelines.

## **Review of Contract Notice and Severance Arrangements for TfL Senior Staff**

**Question No: 2018/2611**

[Caroline Pidgeon](#)

In your response to Question 2018/2117 you stated that you have "already commissioned a review into notice periods and severance arrangements for senior staff to make sure they are in the best interests of taxpayers and fare payers." What are the review's terms of reference? Who is conducting this review? When will this review be completed and published?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

It is essential that London and the GLA continues to attract the very best talent. As public sector organisations, ensuring taxpayer money is well spent continue to be a key focus.

This is why in May 2018, I announced the appointment of Dawn Jarvis to conduct a review into notice periods and severance arrangements for senior staff across the GLA Group. The review examines whether contractual requirements for pay-outs for departing senior staff across the GLA Group remain appropriate and are in the best interests of the London taxpayer.

The terms of reference for the review and biography for Dawn Jarvis are set out in [www.london.gov.uk/press-releases/mayoral/new-review-into-senior-staff-severance-pay](http://www.london.gov.uk/press-releases/mayoral/new-review-into-senior-staff-severance-pay)

The final report has now been received and will be published in due course once GLA Group bodies have had the opportunity to consider its recommendations and feedback to me on them.

BAME Housing
--------------

## **Croydon Tram Crash Investigation**

**Question No: 2018/2612**

[Caroline Pidgeon](#)

From 9th November 2016 to present, who is, or was, the main executive responsible for leading TfL's efforts to assist the RAIB, ORR, British Transport Police, SNC-Lavalin and the Coroner?

[The Mayor](#)

The Managing Director of Surface Transport (Leon Daniels to 20 December 2017 and subsequently Gareth Powell) is responsible for Transport for London's engagement with the RAIB, ORR, BTP, SNC-Lavalin and the Coroner, discharged through the General Manager for London Trams, the Director of Health Safety & Environment, the Chief Customer Officer and General Counsel.

## **Croydon Tram Crash Investigations: Involvement of former Managing Director of Surface Transport**

**Question No: 2018/2613**

[Caroline Pidgeon](#)

In the internal notice the Transport Commissioner sent to TfL employees and Board Members on the afternoon of 8th September 2017, it was stated the former Managing Director of Surface Transport "will continue to assist with investigations and any further changes to technologies or processes." Following his "termination" described in your response to Question 2018/2117, under what terms does the former Managing Director 'continue to assist with investigations'?

[The Mayor](#)

The former Managing Director has not assisted in any investigations since his departure from Transport for London on 20 December 2017.

## **Memorialising Crossrail Deaths and Vision Zero**

**Question No: 2018/2614**

[Caroline Pidgeon](#)

In your response to Question 2018/2116 you did not fully answer my question. Please state specifically whether there are any plans for Crossrail to memorialise the three cyclists and one pedestrian killed by Crossrail Contractors' lorries between 14th November 2010 and 10th February 2016 with plaques like the one that has been agreed will be unveiled at Fisher Street Headhouse at a future date.

[The Mayor](#)

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

## **Written response from the Mayor received 01/11/2018**

The incidents which claimed the lives of Maria Karsa, Brian Holt, Ted Wood and Claire Hitier-Abadie were unacceptable tragedies. My thoughts are with their families and friends, and I know the same is true of the management of Crossrail Limited. I have asked Transport for London (TfL) to explore a memorial with the families once the project is complete and the Elizabeth line is open.

Please be in no doubt that I am absolutely determined that we remember all those who have lost their lives by learning from each incident to help us eliminate deaths and serious injuries on our roads. My Vision Zero Action Plan sets out a series of bold measures to help us overcome road danger, including record investment in new infrastructure to make walking and cycling a safe option across the capital, and bringing in a world-leading safety standard for lorries.

## **Crossrail fatal collisions**

**Question No: 2018/2615**

[Caroline Pidgeon](#)

Further to your response to Question 2018/2116 please state the legal actions and outcomes

taken against the drivers involved in the fatal collisions. Please also state whether any of the operators of the vehicles were members of the Fleet Operator Recognition Scheme, and if so what level of accreditation did they possess? Finally, have any of the contractors received future haulage contracts from Crossrail or TfL?

### The Mayor

The table below sets out the information requested relating to the drivers involved in the fatal collisions. Crossrail Ltd has confirmed that it has not taken out any further contracts with the suppliers below.

Date of fatal collision and Operator	Action taken against driver	Operators accredited in Fleet Operator Recognition Scheme (FORS) at time of collision	Operator's current FORS accreditation	Have any of the contractors received future haulage contracts from Crossrail or TfL
15 September 2013 Paul Knowles & Roy Flower T/A Quay Tipping.	CPS did not prosecute this driver.	FORS status not noted at time of collision	Does not currently have FORS accreditation	This company does not feature on the TfL contracts register and has not been identified in the TfL supply chain.
5 November 2013 GF Gordon Plant Hire Ltd	Driver was found not guilty at court on 16th June 2015 of Causing death by careless driving.	Had FORS status at time of the collision	Gold accreditation	This company does not feature on the TfL contracts register but has been identified in the TfL supply chain. This led to a supplier site visit on 30 June 2017 to ensure that they are mitigating work related road risk in line with TfL contractual requirements. They were deemed fully compliant
6 February	Driver was charged with Death by	Had FORS status at time	Gold accreditation	This company does not feature

2014 Erith Haulage Ltd	Careless driving and the trial commenced on 2nd November 2015. The case was terminated by the judge.	of the collision		on the TfL contracts register and has not been identified in the TfL supply chain.
19 February 2015 GF Gordon Plant Hire Ltd	Driver was charged with Causing death by careless / inconsiderate driving on 18th April 2016. He admitted the charge at court but was spared a custodial sentence after the husband of the casualty asked the judge not to jail him. He served 160 hours Community service and handed a driving ban	Had FORS status at time of the collision	Gold accreditation	This company does not feature on the TfL contracts register but has been identified in the TfL supply chain. This led to a supplier site visit on 30 June 2017 to ensure that they are mitigating work related road risk in line with TfL contractual requirements. They were deemed fully compliant

## St Thomas Street Southwark

### Question No: 2018/2616

[Caroline Pidgeon](#)

Concerns have been raised about TfL's proposals for two-way on this narrow street when there had been calls from the local community for a healthier streets approach to potentially include some form of pedestrianisation. Will you instruct TfL to review these plans?

[The Mayor](#)

Earlier this year, Transport for London (TfL) engaged local residents and businesses about proposals to reopen St Thomas Street with one-way access along its full length to the junction with Borough High Street. Plans have been modified in response to feedback from local businesses. Full details are available on TfL's website:

<https://consultations.tfl.gov.uk/roads/thomas/>

Full pedestrianisation would be a challenge for deliveries to London Bridge station and The Shard, which have no alternative access besides St Thomas Street. However, access will be restricted to enhance the pedestrian experience of the street, and through-traffic will not be permitted. This arrangement will be monitored over the next 18 months.

## **Bakerloo Line extension (1)**

**Question No: 2018/2617**

[Caroline Pidgeon](#)

In ensuring the public can fully understand TfL's response to the Bakerloo Line extension consultation, which it published on the 12th September 2018, please set out the basis of the estimated costings that TfL had previously made that a new station at Bricklayer's Arms roundabout would cost £200 million, in addition to the cost of a ventilation shaft at this location.

[The Mayor](#)

Transport for London (TfL) previously estimated that the cost of a new station at Bricklayers Arms could be in the region of £200m. This was based on a likely station design at this location given the operational requirements and known constraints such as local residential areas, St Saviour's and St Olave's School and the A2. It was benchmarked against existing TfL projects such as the Northern Line Extension. Such an estimate allowed for necessary contingencies and risk allowances for a project in its early stages of development as the Bakerloo line extension is. Based on similar benchmarking the previously proposed shaft was estimated as costing £75m - £100m.

## **Bakerloo Line extension (2)**

**Question No: 2018/2618**

[Caroline Pidgeon](#)

TfL's response to the consultation on the Bakerloo Line extension on the 12th September 2018 states that plans are being developed that would see the Bakerloo line station and ticket hall at Elephant and Castle move and integrate with the planned new Northern line ticket hall, leading to journeys between Lambeth North station and the proposed 'station 1' on the Old Kent Road being quicker due to a tunnel alignment. What is TfL's estimate of the cost of these new proposals?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

The proposal to deliver a more direct and quicker route from Elephant and Castle to Old Kent Road 1 station, compared to the proposal that was consulted on (which included a ventilation shaft between these locations), would be expected to result in cost savings in the range of £50m to £100m. This is due to the shorter tunnels and not having to construct and operate an intermediate shaft.

The cost of the total extension is in development and subject to review. A number of matters need further development, as highlighted in the 12 September publication. These include the construction strategy, the land and property requirements and how the extension would operate (e.g., the frequency of the service).

## **Bakerloo Line extension (3)**

**Question No: 2018/2619**

[Caroline Pidgeon](#)

Please set out in detail TfL's estimated cost of an additional station on the Bakerloo Line extension, between the Elephant and Castle station and proposed 'station 1' setting out the estimated construction costs, but also the expected regeneration and other benefits that a new station would bring.

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

Transport for London (TfL) previously estimated that the cost of a new station at Bricklayers Arms could be in the region of £200m. This was based on benchmarking against existing TfL projects such as the Northern Line Extension. TfL's latest appraisal of the site has highlighted a range of site specific challenges including the greater number of utilities that would need to be diverted and likely mitigation works; the cost of mitigating traffic issues during construction on this major junction; the cost of removing the existing flyover; the likely smaller construction site making logistics more difficult and the greater length of tunnels to and from this station as opposed to the more direct route. These challenges mean that TfL, at this early stage of development, consider that the cost of a Bricklayers Arms station could exceed £300m.

It is important to note that TfL's work that determined that there was not a case for the station was not solely based on cost. For example, proximity to existing or potential new stations was taken into account. The catchment areas to the north and west of a potential station at Bricklayers Arms are less than 960 metres from existing Underground stations at Borough and Elephant & Castle. Meanwhile, the areas to the south and east of a potential station at Bricklayers Arms would actually find that the proposed station at Old Kent Road 1 provides the closest access to the Underground network, being around 900m away from this location. The significant changes already planned for the area were also considered - such as the regeneration of the former Heygate Estate. These plans will provide more direct routes to the existing Tube network, which will improve access. To further support this, TfL will work with the London Borough of Southwark to improve the public realm at the Bricklayers Arms junction area.

## **Possession of cannabis**

### **Question No: 2018/2620**

[Andrew Boff](#)

If a police officer suspects someone is in possession of cannabis and undertakes a search and assuming cannabis is found, please can you outline a step by step process, starting from the moment the officer interacts with the suspect on what actions the police officers has to do, including any forms that need completing. Please also include any post-incident processes. Please separate into the following outcomes:

- A warning is given
- A fixed penalty notice is given
- Suspect charged to proceed to court

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

## **Police forms**

### **Question No: 2018/2621**

[Andrew Boff](#)

What are the top five common forms that have to be completed by front line officers e.g. use of force, and if known, what is the number of times each form was completed in October 2017 to September 2018 and what is the average time it takes to complete each form?

[The Mayor](#)

1. The use of force form was completed 142,279 times between October 2017 and September 2018. Average completion time 3-4 minutes.
2. Property suspected to be involved, or concerned, in crime (book 66) 194,706 for 2016 calendar year (current data still being obtained). Average completion time 5 minutes.
3. Stop and Search records completed 132,783 times for the 2017/18 financial year. Average completion time 7 minutes (not including the BWV process).
4. Stop and Account records completed 81,760 for the 2017/18 financial year. Average completion time 4 minutes (not including the BWV process).
5. Annual Leave 410 form. No confirmed data but required for all A/L requests for 30,000 officers estimated at 90,000 p.a. Average completion time 3 minutes. This form will be phased out by the new duties IT system.



**First Dibs (1)****Question No: 2018/2622**[Andrew Boff](#)

How many homes to date have been allocated to Londoners under your 'First Dibs' policy?

[The Mayor](#)

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

**First Dibs (2)****Question No: 2018/2623**[Andrew Boff](#)

How many Londoners to date have benefitted from your 'First Dibs' policy?

[The Mayor](#)

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

**Affordable homes (1)****Question No: 2018/2624**[Andrew Boff](#)

How many GLA-funded shared ownership homes were started in 2017/18?

[The Mayor](#)

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

**Affordable homes (2)****Question No: 2018/2625**[Andrew Boff](#)

How many GLA-funded London Living Rent homes were started in 2017/18?

[The Mayor](#)

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

## **100 Avenue Road and CS11 (1)**

**Question No: 2018/2626**

[Andrew Boff](#)

What assessment has been done on the cumulative impact of the simultaneous developments of 100 Avenue Road, CS11 and HS2?

[The Mayor](#)

Transport for London (TfL), the London Borough of Camden and the developers of 100 Avenue Road have been working together for over 18 months. In developing a plan for CS11 and 100 Avenue Road to run concurrently, TfL undertook a thorough investigation of the overall traffic management options and associated access plans during the joint works period. Extensive engagement between TfL and the applicant's representatives has taken place to agree workable and reasonable options for construction access at the 100 Avenue Road site, taking into full account the construction plans for the Swiss Cottage elements of CS11.

TfL has a close working relationship with HS2 and collaborates with them frequently on activities which are relevant to the development of HS2.

## **100 Avenue Road and CS11 (2)**

**Question No: 2018/2627**

[Andrew Boff](#)

What would be the advantages of waiting until the 100 Avenue Road development is complete before seeking to proceed with a revised version of CS11?

[The Mayor](#)

Constructing the Swiss Cottage elements of the CS11 at the same time as the 100 Avenue Road has the advantage of reducing the overall impact on the transport network. Shared temporary traffic management arrangements involving highway restrictions will enable both projects to progress simultaneously, rather than an extended period of disruption resulting from the projects being delivered sequentially.

Transport for London (TfL) coordinates over 60,000 works sites every year and this effort resulted in over 3,000 days of disruption saved in the last financial year, which benefits all road users.

Additionally, CS11 brings important safety benefits to cyclists and pedestrians in the Swiss Cottage area and TfL and I are committed to delivering these as quickly as possible.

## **Procurement**

### **Question No: 2018/2628**

[Andrew Boff](#)

In the below link, the Government has outlined plans to prevent human trafficking from being used in its supply chains. If not already in place, will you consider implementing this in City Hall and the bodies it oversees, and what has already been done?

<https://www.gov.uk/government/news/uk-agrees-principles-for-tackling-modern-slavery-in-supply-chains>

[The Mayor](#)

Promoting ethical sourcing practices and embedding fair employment practices are two themes in my GLA Group Responsible Procurement Policy. This means all Functional Bodies consider the inclusion of relevant requirements in their procurements and contracts, such as adopting the Ethical Trading Initiative (ETI) Base Code or audit and reporting requirements to ensure workers in their supply chains are not doing so in an exploitative or unlawful way.

The Policy fully supports the implementation of the UN Guiding Principles on Business and Human Rights. The progress made on implementing the Policy is a regular agenda item for the Collaborative Procurement Boards and TfL's Safety, Sustainability and Human Resources Panel. For the last 3 years the GLA and TfL have published Modern Slavery Statements (for TfL see <http://content.tfl.gov.uk/modern-slavery-statement.pdf>) setting out their approach to and progress made in tackling modern slavery including membership of Electronic Watch, ETI and SEDEX.

## **Pedestrian Controls on Plaistow High Street and Clegg Street**

### **Question No: 2018/2629**

[Andrew Boff](#)

What plans do you have to install additional pedestrian controls on the junction of Plaistow High Street and Clegg Street bearing in mind its proximity to local schools?

[The Mayor](#)

Transport for London (TfL) is currently assessing the impact of a recent traffic signal timing review, which aims to reduce pedestrian waiting times and improve bus journey times at the junction.

The junction between Plaistow High Street and Clegg Street is a borough road, and as Highway Authority, any additional pedestrian controls would need to be requested by the London Borough of Newham. TfL would be happy to discuss the junction crossing facilities with Newham officers and establish if it is feasible to install any additional controls.

## **ASB Woolwich**

**Question No: 2018/2630**

[Andrew Boff](#)

What action is being taken to tackle the Anti Social Behaviour affecting the Coffee Lounge in Woolwich?

[The Mayor](#)

I have made tackling Anti-Social Behaviour a priority across London. In this instance, the main perpetrator has been arrested and the investigation is being reviewed. Since being arrested they do not attend the coffee lounge and there have been no more incidents.

Scaffolding was covering the coffee lounge which allowed people to stand underneath whilst hidden from CCTV, exacerbating this issue. Large amounts of scaffolding have now been removed.

Two knife arch operations have taken place at the location with support from the City Hall funded Violent Crime Task Force. Patrols have been targeted more towards the location and CCTV operators have been focussing on the area.

## **Tall buildings**

**Question No: 2018/2633**

[Andrew Boff](#)

What further measures will you be taking to guarantee the safety of the public during the construction of tall buildings?

[The Mayor](#)

The safety of the public and construction workers must be of the utmost concern during any construction project, particularly for tall building developments. Construction safety, including managing risk to the public, is regulated and enforced by the Health and Safety Executive. Although I do not have a direct role in this area, I am seeking to ensure, through my draft London Plan, that safety considerations are central to the design and operation of new tall buildings.

## **The Elizabeth Line (1)**

**Question No: 2018/2635**

[Gareth Bacon](#)

Provide a list of the failed tests and trials that contributed to the 9 month delay on the central section of the Elizabeth Line and the steps that are now being taken to fix these problems.

[The Mayor](#)

The original programme for testing was compressed by more time being needed by contractors to complete fit-out activity in the central tunnels and in the development of railway systems software. Full testing of the central section will get underway once fit-out activity and systems development is sufficiently complete.

The revised schedule will allow Crossrail Limited to complete all the final rail infrastructure and systems testing to ensure the Elizabeth line opens as a safe and reliable railway for Londoners.

## **The Elizabeth Line (2)**

**Question No: 2018/2636**

[Gareth Bacon](#)

Provide a list of the future tests and trials that are planned for the central section of the Elizabeth Line between now and its planned opening in Autumn 2019.

[The Mayor](#)

The infrastructure, including trains and signalling, continues to be tested progressively at increasing speeds, levels of automatic control and number of trains in the tunnels. A significant amount of testing remains to be done, along with the completion of remaining installation and fit out of systems in stations and tunnels.

Full dynamic testing will begin once construction of the railway is complete. The focus for the Crossrail Ltd team is now on completing the final construction, integration and testing work and getting the railway handed over for trial running and operational testing by TfL

## **The Elizabeth Line (3)**

**Question No: 2018/2637**

[Gareth Bacon](#)

Given the 9 month delay on the central section of the Elizabeth Line, what is the estimated knock-on delay on the opening of the full Elizabeth Line?

[The Mayor](#)

The focus remains on opening the full Elizabeth line, from Reading and Heathrow in the west to Shenfield and Abbey Wood in the east, as soon as possible after the central tunnels open.

## **The Elizabeth Line (4)**

**Question No: 2018/2638**

[Gareth Bacon](#)

What is the cost of a further delay on the opening of the central section of the Elizabeth Line and what contingency plans have been made to deal with this eventuality?

[The Mayor](#)

As joint sponsors of the project, Transport for London (TfL) and the Department for Transport continue to work with Crossrail Limited to establish any additional impact on funding. Details of how TfL will manage any revised costs will be announced as part of its annual business planning process at the end of 2018.

## **The Elizabeth Line (5)**

**Question No: 2018/2639**

[Gareth Bacon](#)

What impact does the 9 month delay on the central section of the Elizabeth Line have on Transport for London's operating deficit?

[The Mayor](#)

Details on Transport for London's finances will be published in the new revised Business Plan at the end of 2018.

## **The Elizabeth Line (6)**

**Question No: 2018/2640**

[Gareth Bacon](#)

How many staff have been transferred from Transport for London to Crossrail Ltd in the past year and how many staff have worked at Crossrail Ltd or in relation to the Crossrail project at Transport for London for the past five years, listed by each year?

[The Mayor](#)

Transport for London (TfL) has a team of 233 staff working on the Elizabeth line who are preparing to operate and maintain the railway and to integrate it within the wider TfL network.

TfL staff who wish to work for Crossrail Ltd can apply through Crossrail's Ltd's formal recruitment process. No TfL staff have been transferred to Crossrail Ltd directly. TfL does not hold records of staff who have applied for jobs at Crossrail Ltd.

## **Fare freezing**

**Question No: 2018/2641**

Gareth Bacon

Do you intend to continue your Transport for London fares freeze if elected Mayor of London for a second term?

The Mayor

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

## **Tube upgrades**

**Question No: 2018/2642**

Gareth Bacon

Provide a list of the planned upgrades to the Transport for London underground network which are scheduled between now and May 2020.

The Mayor

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

## **KPIs (1)**

**Question No: 2018/2643**

Gareth Bacon

When will you be releasing Key Performance Indicators on public health?

The Mayor

The PHE Public Health Outcomes Framework provides clear data on public health in England, London, and in London boroughs, and is available here

<https://fingertips.phe.org.uk/profile/public-health-outcomes-framework>

We have selected a number of these population indicators, as well as others from other high-quality datasets, for inclusion in the Health Inequalities Strategy (HIS) implementation plan - which was scrutinised by the Health Committee and then published in September, alongside the Strategy. We are using these to track trends in London's health inequalities.

We also included key performance indicators in the HIS Implementation Plan to allow progress to be measured on my key ambitions, as well as many specific actions in the strategy.

These will be reported on annually.

Links to the Health Inequalities Strategy and the Implementation Plan can be found at <https://www.london.gov.uk/what-we-do/health/health-inequalities-strategy>

## **KPIs (2)**

**Question No: 2018/2644**

[Gareth Bacon](#)

When will you be releasing Key Performance Indicators on carbon emissions?

[The Mayor](#)

London's greenhouse gas emissions are monitored annually through the London Energy and Greenhouse Gas Inventory (LEGGI). Each year, LEGGI will show actual emissions against the Mayor's zero carbon pathway. LEGGI 2016 is currently being compiled and an interim version will be published this year.

Emissions from the GLA Group are monitored through the annual sustainability reports of the functional bodies separately.

## **999 waits**

**Question No: 2018/2645**

[Keith Prince](#)

Please provide the (a) average waiting times and (b) volume of calls for the Metropolitan Police's 999 telephone line between the hours of 9pm and 6am for the past two years (c) number of calls terminated before being answered, broken down per month - for each of the following boroughs:

- Barking and Dagenham
- Redbridge
- Havering

[The Mayor](#)

The chart below shows the average answer times, volume of calls and incomplete calls for 999 calls for the Metropolitan Police Service. We are unable to break down this information for the above three boroughs and times because the MPS has one London-wide set of 999 lines used to connect emergency calls. Until a call is answered, it is not possible to determine the location of the caller.

It is important to note the operating model used by BT to connect emergency calls. Once BT have identified the service required, the BT operator will try a number of different phone routings and circuits to connect the caller as quickly as possible to the emergency services. This will involve the operator switching the call between different phone circuits; each time a switch is made it will register as an incomplete call.

However, this does not mean the caller has been abandoned as they remain connected with the BT operator. The BT operator will only withdraw from the call once s/he has confirmed the caller has successfully connected with the emergency services.

In those cases where the caller has hung up before connection, BT will notify this to the



emergency authorities, who will attempt to call the caller back.

Month	999 average answer time	999 Calls offered	Incomplete 999 Calls
Sep-16	15.1	175277	3199
Oct-16	13.9	180742	5626
Nov-16	9.3	157116	1553
Dec-16	12.8	171682	2269
Jan-17	7.6	147925	1238
Feb-17	11.3	150686	1618
Mar-17	11.4	177512	3374
Apr-17	10.3	171872	1960
May-17	12.7	186454	3196
Jun-17	24.9	206146	7908
Jul-17	21.0	205232	6319
Aug-17	13.5	182219	3460
Sep-17	13.7	176962	3802
Oct-17	16.5	191399	4133
Nov-17	14.8	178105	3879
Dec-17	20.8	180093	5491
Jan-18	11.0	164155	2435
Feb-18	15.2	158467	3900
Mar-18	18.1	181942	4627
Apr-18	15.7	172080	3895
May-18	21.4	190444	4962
Jun-18	32.2	206672	8740
Jul-18	41.4	223507	11491
Aug-18	23.7	195361	5785
Sep-18	18.0	189079	3999

## **Diesel Buses**

**Question No: 2018/2646**

Keith Prince

Why are TfL subcontractors allowed to put diesel buses on the road that would not pass any MOT for a car?

The Mayor

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

## **DfT Task & Finish Group Report**

**Question No: 2018/2647**

Keith Prince

Does the Mayor disagree with any of the recommendations in the recently released DfT Task & Finish group report into Taxi and Private Hire Licensing? If so, which?

The Mayor

I have long been calling on Government for changes in primary legislation to address common taxi and private hire enforcement issues and to enhance public safety. The report's recommendations would provide us with the legislation we need to ensure a modern, sustainable, two-tier taxi and private hire system which is fit for the future. TfL and I look forward to working with Government to see these recommendations brought forward as quickly as possible.

Transport for London (TfL) has given its views on the report's recommendations; these are contained within Annex A of the report: [www.gov.uk/government/publications/taxi-and-private-hire-vehicle-licensing-recommendations-for-a-safer-and-more-robust-system](http://www.gov.uk/government/publications/taxi-and-private-hire-vehicle-licensing-recommendations-for-a-safer-and-more-robust-system).

## **Delicensing Payments**

**Question No: 2018/2648**

[Keith Prince](#)

As of 7th September 2018 only 129 Taxi delicensing payments have been made. Will the Mayor review the structure of the scheme to encourage increased uptake?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

London's filthy air is a public health crisis and taxis are a major contributor to pollution, especially in central London, because of the very limited choice - until recently - of only diesel vehicles available for use. That's why I have put in place a range of measures to help our world-famous trade become the greenest by giving drivers the financial support, priority and charging infrastructure they need to switch to cleaner models.

I will continue to keep this package of measures under review to increase the uptake of zero-emission capable taxis in London to contribute to my wider air quality plans.

## **E-taxi Bus Lane Signage**

**Question No: 2018/2649**

[Keith Prince](#)

TfL recently submitted and received authorisation from DfT for E-taxi bus lane signage. When will the Mayor introduce such bus lanes?

[The Mayor](#)

Approval from the Department for Transport (DfT) was needed for zero emission capable (ZEC) taxi signage to be put in place at taxi-only charging bays. TfL took the opportunity to gain approval for "e-taxi" versions of all other relevant signage.

As you may be aware, I committed to looking into ZEC taxi rank provisions as part of my Taxi and Private Hire Action Plan. At present, there are no plans to use any of the e-taxi signs other than those for taxi-only charging points and ZEC taxi ranks.

## **Moped/Motorcycle Parking**

**Question No: 2018/2650**

[Keith Prince](#)

Given the clear benefits of metal hoop cycle parking along red routes and the serious problem of moped theft, what consideration have you given to providing similar parking facilities for mopeds and small motorcycles?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

As highlighted in my Transport Strategy, motorcycle and scooter theft is an issue I am determined to crack down on. As well as active participation in the Metropolitan Police Service led Operation Venice to tackle this offence, Transport for London (TfL) is working with the Mayor's Office for Policing and Crime to encourage local authorities to incorporate secure motorcycle parking wherever possible in appropriate on-street schemes. TfL already considers such facilities in its projects and is working with police and other specialists to identify a range of street furniture that can contribute to the reduction of motorcycle theft. TfL's streetscape guidance includes recommendations for locating motorcycle parking facilities that enhance security against theft.

## **Bus Cuts**

**Question No: 2018/2651**

[Keith Prince](#)

Would you be making such significant cuts to Central London's bus routes if, under your leadership, TfL hadn't built up a £968 million deficit?

[The Mayor](#)

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

## **60+ Oystercard**

**Question No: 2018/2652**

[Keith Prince](#)

A constituent asks: When someone with a 60+ Oystercard moves out of London, what process is there to withdraw the card for which they are no longer eligible?

[The Mayor](#)

If a 60+ London Oyster photocard holder advises Transport for London (TfL) they have moved to an address no longer within an eligible borough, processes are in place automatically to hotlist their card.

TfL has considered ways to verify the addresses of 60+ London Oyster photocard holders at periodic intervals during the validity period, but concluded there is no viable solution at the moment. The costs associated with operating a checking system are difficult to estimate, as is the potential revenue benefit. Although TfL is not proceeding with any monitoring scheme at the moment, it is something that is being kept under review.

## **Croydon Tram Drivers**

**Question No: 2018/2653**

[Keith Prince](#)

What is the recognised union of the Croydon Tram Drivers?

[The Mayor](#)

ASLEF and Unite are the recognised unions for tram drivers.

## **GDPR and Public Access Requests for Bus CCTV Evidence**

**Question No: 2018/2654**

[Keith Prince](#)

It is my understanding that under the new GDPR rules, Bus Operators are obligated to provide, free-of-charge, CCTV evidence to anyone who files a Subject Access Request (by email, letter or over the phone) for CCTV evidence which contains their image.

Will you now:

Ensure that Bus Operators are informed of their new obligations under the GDPR?

Update the TfL Website to reflect this new information and inform the public of their rights under GDPR?

[The Mayor](#)

Members of the public are entitled to request any personal data held about them by bus operators, including CCTV, by making a Subject Access Request (SAR). Following the introduction of the General Data Protection Regulation (GDPR), there is no longer a processing fee for making this request.

Transport for London (TfL) became aware of an operator that might potentially have tried to charge for a SAR and wrote to advise it of the new regulations even though, as private companies, operators are responsible for their own compliance with GDPR and take their lead from the Information Commissioner's office.

The TfL website contains information on how to make a SAR to a bus operating company to request CCTV footage, and was updated after the GDPR implementation. It can be accessed here:

<https://tfl.gov.uk/corporate/privacy-and-cookies/access-your-data#on-this-page-11>

TfL will be writing to bus operators to remind them of the requirement under GDPR to provide information to the public about making a Subject Access Request.

## **Bus CCTV Retention Policy and GDPR**

**Question No: 2018/2655**

[Keith Prince](#)

Your responses to Questions 2017/2019 and 2018/2365 indicate that TfL only requires its Contractors to retain CCTV evidence recorded on buses for about 10 days. Do you agree that the new rights given to individuals under GDPR which stipulate that the owner of CCTV evidence must provide it within 30 days of receiving a Subject Access Request (<https://ico.org.uk/for-organisations/guide-to-data-protection/encryption/scenarios/cctv/>) compel TfL to extend the length of time TfL requires its Bus Operators to retain this information? What plans have you made to comply with this new GDPR requirement, especially regarding the storage of CCTV evidence showing Bus Safety incidents (<https://www.weareastrid.co.uk/cctv-gdpr/>)?

[The Mayor](#)

Although a Subject Access Request must be responded to within one calendar month the GDPR does not require personal data to be retained for a minimum period of time in order to answer Subject Access Requests.

As set out in my response to Mayor's Question 2018/2104, at present there are 9,000 buses in the fleet, with at least 12 camera positions on board a standard double deck bus. It is therefore not currently possible to retain this large volume of raw data for 30 days, particularly on older vehicles and systems. However, CCTV technology continues to improve, and I have asked Transport for London (TfL) to look for opportunities to lengthen current retention periods, in accordance with data protection legislation and the Surveillance Camera Code of Practice.

Everyone has the right to travel without fear of abuse or intimidation, and TfL will continue to encourage anyone who has been the victim of crime to contact the police immediately. Provided crimes are reported promptly, there are established and effective processes in place to ensure CCTV footage is stored for as long as required to help victims secure justice. These processes have been developed in discussion with the Metropolitan Police Service.

## **Updating the 'Who Runs Your Bus?' page to comply with GDPR**

**Question No: 2018/2656**

[Keith Prince](#)

Since, under GDPR, Subject Access Requests can only be honoured by the owner of the CCTV evidence and must be received directly from the person requesting, will you update the 'Who Runs Your Bus?' page to include contact full contact details (name, telephone, mailing address and street address) of the individual at each Bus Operator who is responsible for dealing with Subject Access Requests?

[The Mayor](#)

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

## Who Runs Your Bus

Question No: 2018/2657

[Keith Prince](#)

In your response to Question 2018/2363 you assert that since "Bus operators are delivering services on behalf of TfL" "it is right that TfL should have oversight, and overall accountability, for safety-related incidents involving buses." While this appears honourable, your bold statement directly contradicts existing UK Law (the Bus Operators hold the Operator Licence, not TfL, and are legally responsible for their Bus Drivers' safety performance [http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question\\_286398](http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_286398)) and is also undermined by TfL's own policy on CCTV Retention (the Bus Operators own and retain this critical safety data for a short time period as stipulated by TfL [http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question\\_300402](http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_300402)) and the fact that TfL cannot hold personal details of Bus Companies' employees (cf. [http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question\\_291853](http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_291853)). Do you agree that the new GDPR Law only further erodes the arguments that you have been providing for over three years to have TfL dis-intermediate the public from having direct contact information for the Bus Operators and their MDs who are legally responsible for the safety of TfL's contracted Buses?

[The Mayor](#)

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



## **Briefing Note on Human Error**

### **Question No: 2018/2658**

[Keith Prince](#)

The 24 July Board Briefing Note found on the TfL website (<http://content.tfl.gov.uk/24-july-2018-board-briefing-note%20on-fatigue.pdf>) that you confirmed in Question 2018/2368 as TfL's definitive explanation as to why it did not forward Internal Audit IA 17 780 to the RAIB, ORR, British Transport Police, SNC-Lavalin and the Coroner raises more questions than answers. Accordingly, could you please provide me with:

1. a copy of the RAIB Press Statement mentioned in paragraph 2.4
2. a full explanation why the Briefing Note ignored the minuted statement by the MD for Surface Transport to the 26 June 2017 SSHR Meeting that "An audit of FirstGroup's fatigue management processes had taken place, these were found to be satisfactory and did not give rise to any concerns."
3. copies of all documentation, notes, drafts, internal emails etc. associated with the decision to insert a "Post meeting note" in the 26 June 2017 SSHR Panel Meeting minutes released on 28 September 2017.
4. copies of all documentation, notes, drafts, internal emails etc. associated with the publication of the 24 July Board Briefing Note

### [The Mayor](#)

The RAIB contacted the Transport for London (TfL) press office and notified it that its press statement would be: "Our independent investigation into the accident in Croydon is ongoing. We have seen the video footage filmed this week and will give it due consideration as part of our investigation."

At the request of its Board, TfL prepared a report setting out the circumstance of the human error which led to the delay in the issuing of the audit report. The discussion around the audit report at the meeting on 26 June 2017 did not play a part in this and hence is not contained in the report.

In relation to points 3 and 4, I have asked TfL to provide you with this information.

## **Bus Fatalities and Vision Zero**

**Question No: 2018/2659**

[Keith Prince](#)

In response to Question 2018/2016 you stated "TfL Bus Safety Programme, which is launched in 2016 is delivering real improvements" yet a well-evidenced report from TfL Board Member Michael Liebreich from January 2018 states "while TfL launched a Bus Safety Programme in 2016 and a lot of initiatives are under way, there has not yet been any significant improvement in outcomes on any metric." How should I reconcile these two diametrically opposed assessments of TfL's Bus Safety Programme?

[The Mayor](#)

Over the past decade the number of people killed or seriously injured as a result of a collision involving a bus or coach has decreased by 54 per cent. This decrease means we are on track to meet my target of no deaths in or by a bus by 2030. However, it goes without saying that there is much more to do.

I am delighted that Transport for London (TfL) has just launched its new Bus Safety Standard for London, which will introduce the best technologies and design features to all new buses from the end of 2019 - helping us avoid or reduce the severity of incidents.

This is a key element of the Bus Safety Programme, and has combined significant evidence from bus collisions, with in-depth research and testing, to ensure maximum benefits for both bus passengers and road users.

The programme has already enhanced transparency and support for victims of bus collisions, and a new safety training course for all bus drivers will be rolled out from next spring. I am confident these measures will bring down incidents and make a significant contribution towards achieving Vision Zero on the bus network by 2030.

## **TfL Board Changes**

**Question No: 2018/2660**

[Keith Prince](#)

Why didn't you extend Michael Liebreich's term on the TfL Board and Chair of the Safety, Sustainability and Human Resources Committee?

[The Mayor](#)

When I was elected in 2016, I reappointed Baroness Grey-Thompson DBE and Michael Liebreich to the new Board for a further two years to provide continuity and support to the new Members. They both performed their roles very well, and I am very grateful for their contribution.

I stated at the time that the skills mix on the Board would be reviewed in 2018. Given TfL's focus on safety, I have determined that Transport for London (TfL) would benefit from another Member with experience of operational safety matters and I am currently recruiting for that position.

## **TfL Safety Panel**

### **Question No: 2018/2661**

Keith Prince

Will you consider creating a Safety Panel from the existing Safety, Sustainability and Human Resources Panel that will, inter alia, only address Safety matters including the number of serious failings in TfL Surface Transport operations raised by Michael Liebreich in his email of 3 January 2018 which you released to me in your response to Question 2018/2367?

The Mayor

The Safety, Sustainability and HR Panel is very effective and provides considerable assurance to me and the Board. Issues relating to safety are always taken first on the agenda and take up most of the time at meetings.

While I do not see any reason to change its remit, I will listen to the advice of the independent consultants who are about to undertake the triannual external review of the Board's effectiveness, which includes its decision-making structure.

## **Vision Zero Action Plan**

### **Question No: 2018/2662**

Keith Prince

Thank you for your response to Question 2018/2362. Further to your response and the charts provided on page 58 of your Vision Zero Action Plan <http://content.tfl.gov.uk/vision-zero-action-plan.pdf>, please provide me with the following detailed information regarding the data and charts you have provided.

For Bus/Coach

The date and borough in which KSI incident occurred, name of Bus or Coach Operator, age and sex of victim, severity of injury and, if a TfL Bus Operator was involved, the name of the TfL Bus Operator's overall owner and bus garage and, if a Coach was involved, whether it was operating under a TfL-issued London Service Permit.

For Heavy Goods Vehicle

The date, borough in which KSI incident occurred, name of HGV Operator, age and sex of victim, severity of injury and, if the HGV Operator was FORS registered and, if so, which accreditation (Gold, Silver or Bronze)?

For Light Goods Vehicle

The date, borough in which KSI incident occurred, name of LGV Operator, age and sex of victim, severity of injury and, if the LGV Operator was FORS registered and, if so, which accreditation (Gold, Silver or Bronze)?

For Taxi/PHV

The date, borough in which KSI incident occurred, age and sex of victim, severity of injury and,

if the Taxi/PHV was involved, whether it was a Black Cab or PHV (and if, PHV, the name of the Operator).

For Car

The date, borough in which KSI incident occurred, age and sex of victim, severity of injury and, if a Commercial or Fleet car was involved, the name/operator/livery of the car's owner.

[The Mayor](#)

My Transport Strategy sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network. The Vision Zero action plan <http://content.tfl.gov.uk/vision-zero-action-plan.pdf> highlights detailed analysis of the types of vehicles that are disproportionately involved in fatal and serious injury collisions with pedestrians, compared to their share of traffic (figure 16 page 58).

MQ2018/2662 - Appendix A provides the date and borough in which the collision occurred, resulting in a fatal or serious injury to pedestrians, the age and gender of the casualty and severity of injury sustained for the three years 2014 to 2016.

Transport for London (TfL) receives details of personal injury road traffic collision data in accordance with the Department for Transport's national recording system, known as STATS19. We do not receive, and are therefore unable to provide, any information relating to the operator of a private hire vehicle or car involved in a collision. We are working with the police to provide a breakdown of taxi and private hire and bus and coach vehicle types. The most recent figures are reported on our website in the 'Casualties in Greater London 2017' factsheet at [www.tfl.gov.uk/roadsafety](http://www.tfl.gov.uk/roadsafety)

The Metropolitan and City of London police services compile logs at the scene of collisions, however this information does not always include details of the FORS accreditation, or whether the operator is registered with FORS, and scene logs are not available for all collisions. We are working with the police to improve the collection and consistency of the information gathered using scene logs.

It is important to note that vehicles involved in collisions may or may not have been in direct conflict with the casualty.

## **Armed Forces Covenant (1)**

**Question No: 2018/2663**

[Shaun Bailey](#)

What actions have you taken, in the past calendar year, to deliver the Armed Forces Covenant and have you identified any issues that you will seek to address in the coming year?

[The Mayor](#)

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

## **Armed Forces Covenant (2)**

**Question No: 2018/2664**

[Shaun Bailey](#)

Will you commit to reporting to the Assembly every year on the steps you have taken to honour the Armed Forces Covenant?

[The Mayor](#)

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

## **Armed Forces Covenant (3)**

**Question No: 2018/2665**

[Shaun Bailey](#)

What progress has there been in relation to your answer to Question 2017/2751, regarding the recommendation from the University of Kent that you appoint an Armed Forces Champion?

[The Mayor](#)

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

## **Crime priorities**

**Question No: 2018/2666**

[Steve O'Connell](#)

In March 2018, the Deputy Commissioner told the Police and Crime Committee that his criteria for the success of locally-chosen priorities would be crime starting to fall or an increase in people brought to justice. How successful do you think the new approach has been so far?

[The Mayor](#)

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

## **Written response from the Mayor received 01/11/2018**

Each borough has at least two local priorities. 35 of the 66 local priorities are showing a reduction in the number of the relevant offences for the period April to September 2018 compared to the same period last year.

Boroughs which selected the various crime types as their local volume priority generally saw less of an increase in offending.

The ability of the borough partnerships to address the priorities will depend on the individual borough context - for example the level of youth violence and knife crime. However, it is clearly right that an element of local prioritization should focus on crimes of particular concern to that borough.

## **Smart CCTV**

**Question No: 2018/2667**

[Steve O'Connell](#)

I understand that the Met has approached the private sector asking for a 'proof of concept' for Smart CCTV where AI can monitor surveillance cameras for crime and detect objects such as knives. Please can you outline the plans and expected timescale for delivery?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

The Met engage with industry and partner agencies across the UK and internationally to ensure the effective horizon scanning for new and emerging technologies. Opportunities will be explored where they may help the Met to increase the safety and security of London.

## **Stolen goods**

**Question No: 2018/2668**

[Steve O'Connell](#)

Theft of mobile phones and other expensive goods has been a main driver behind moped enabled crime. What are the Met doing to restrict the sales market for these stolen goods?

[The Mayor](#)

The MPS is using a range of tactics to restrict the market for stolen goods.

Working with mobile phone providers such as Vodafone, the MPS Be Safe campaign, 'look up look out' seeks to provide security feature & stolen device guidance at the point of sale, reinforced through social & mainstream media for all phone users.

In addition, through Secure by Design, the MPS is seeking to identify apps and other technology to enhance phone security.

In partnership with the behavioural insights team, the MPS is working with Recipro to encourage registration of mobile phones onto the 'Immobilise' database.

Under Operation Neptune, the targeting of second hand markets, continues across London.

Work also continues with high end goods security companies to prevent 'smash & grab' type offending.

## **Lord Harris Review**

**Question No: 2018/2669**

[Steve O'Connell](#)

What proportion of the Lord Harris Review on Terrorism recommendations have now been met, how many of the outstanding recommendations are your/the Mets' responsibility, do you plan a two-year on review?

[The Mayor](#)

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

## **School exclusions 1**

**Question No: 2018/2670**

[Steve O'Connell](#)

A recent MQT answer (2018/2415) on school exclusions linked to homicide said that "This information is often identified through the course of an investigation, but the MPS is not able to provide an accurate figure at this time." Does this mean you will be publishing or recording this data in the future, if so, when?

[The Mayor](#)

The MPS is aware of the impact that school exclusions can have on young people. Whether a suspect or victim of a homicide offence was excluded from school at the time of the incident, is only recorded if it has a direct link to a Homicide investigation. This of course does not mean a school exclusion equates to a motive or opportunity for the commission of a homicide.

The MPS does not intend to publish details of this relatively small number of cases, since there is a risk that it could lead to individuals being identified.

## **School exclusions 2**

**Question No: 2018/2671**

[Steve O'Connell](#)

I understand that a London Borough has recorded some data on criminality linked to school exclusions. What Borough did this and if you or the Met possess the findings, can you please provide them?

[The Mayor](#)

Thank you for your question, I believe you may be referring to a report which was produced by the London borough of Croydon. This report will remain with the borough until it is formally published and released.

## **Safer Neighbourhood Teams**

### **Question No: 2018/2674**

Susan Hall

How many dedicated Safer Neighbourhood Teams were there in the financial years 2008/09, 2009/10, 2010/11, 2011/12, 2012/13, 2013/14, 2014/15, 2015/16, 2016/17, 2017/18 and this year, how many officers were there in the teams in each year, and what was the total spent on the teams in each year?

The Mayor

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

## **Diversion projects for women offenders**

### **Question No: 2018/2675**

Susan Hall

What diversion projects are under way for women offenders, what offences are covered by the schemes, and how many women have been spared criminal justice proceedings as a result (if possible broken down by offences)?

The Mayor

The Metropolitan Police Service has limited number of formal diversion options available to officers, none of which involve a referral pathway specifically for women.

This is why I committed in my Police and Crime Plan to working with the Met to design and pilot a police-led triage service that, where appropriate will divert low level women offenders into specialist support services. This pilot will drive multi-agency working between the police, voluntary and community sector service providers and other statutory partners and is part of a wider programme of work to develop a whole system approach to identifying and addressing the needs of female offenders in London.

## **Management Board Minutes**

### **Question No: 2018/2676**

Susan Hall

Please can you provide any Management Board Minutes from the past two years which are not published below?

<https://www.met.police.uk/foi-ai/accessing-information/published-items/?dt=Publication%20scheme&ic=648>

The Mayor

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



## **'whiter than white'**

**Question No: 2018/2678**

[Susan Hall](#)

Do you think the term 'whiter than white' is racist?

[The Mayor](#)

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

**Written response from the Mayor received 06/11/2018**

It depends on the context in which the saying is used; there are some circumstances where it might be considered racist, and others where it might not.

## **Hate incidents 1**

**Question No: 2018/2679**

[Susan Hall](#)

What is the average cost of recording a hate incident?

[The Mayor](#)

As outlined in my Police and Crime Plan, I have pledged to take a zero-tolerance approach to hate crime in all its forms and I will continue to encourage individuals to report hate crimes, both offline and online. Every incident, therefore record and investigation, of hate crime is taken very seriously.

The average cost of recording and investigating individual hate crimes is not readily available. Although the Metropolitan Police does have dedicated staff working only on hate crime, almost all cases also involve staff and officers from across the MPS including call handlers, response officers and specialist investigators.

## **Hate incidents 2**

**Question No: 2018/2680**

[Susan Hall](#)

What is the average cost of investigating a hate incident?

[The Mayor](#)

Please see my answer to Mayor's Question 2018/ 2679.

## **Beep tests**

**Question No: 2018/2681**

[Susan Hall](#)

What is the standard pass level for a police officer taking a beep test and what is the pass level for a police officer to carry a taser? If there is a difference, why is this?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

The pass mark for operational police officers on the 15 metre Multi Stage Shuttle Run (MSSR) is 5.4 this equates to 3 minutes and 35 seconds of running.

The pass mark for an operational officer to qualify for the taser training course is 6.3 on the MSSR, this equates to 4 minutes and 15 seconds of running).

The difference in pass marks reflects the more stressful nature of taser training which aims to prepare officers for the psychological as well as physical demands of deploying these devices properly.

## **Notting Hill Carnival 1**

**Question No: 2018/2682**

[Susan Hall](#)

Please can you list the injuries sustained by police officers at the most recent Notting Hill Carnival? E.g. broken knee cap.

[The Mayor](#)

Figures show 40 MPS staff injured categorised as 39 minor and 1 major. The major injury was from an officer falling after a crowd surge injuring their ankle. The other injuries were: push, punch & bite through clothing (no injury); shoved in chest; kicked in legs; spat at & bitten (skin not broken); scratched and spat on; cuts and scrapes; injury to hand; RTC Injury; grazes to knee; broken finger; kicked; stamped on; kicked during arrest; bitten on thigh - skin punctured; 4 x pushed; headbutted; punched; kicked and scratched; bitten; headbutted and scratched; kicked in the head; punched; punched in face, reddening; punched in face, cut lip minor concussion; elbow in face, cut eyelid and nose; leg injury; spat in face; minor reddening of skin; kick to head; injured leg; skin broken; shoulder injury; punched to stomach; hand injury; pushed in crowd; twisted ankle non assault initially thought broken; severe eye infection following blood splashed on face when dealing with victim.

## **Notting Hill Carnival 2**

**Question No: 2018/2683**

[Susan Hall](#)

Please can you list the injuries sustained by members of the public as result of crime at the most recent Notting Hill Carnival?

[The Mayor](#)

Based on the available information, there were 69 recorded offences of violence with injury, which is a reduction of 9 on 2017 figures. These figures range from Common Battery to Grievous Bodily Harm.

## **Notting Hill Carnival 3**

**Question No: 2018/2684**

[Susan Hall](#)

What was the policing cost of this year's Notting Hill Carnival?

[The Mayor](#)

The total policing cost of this year's Notting Hill Carnival was £6,785,646.43. This cost is estimated as some cost elements are awaiting final reconciliation.

## **Spitting**

**Question No: 2018/2685**

[Susan Hall](#)

I understand that you now record the number of times police officers are spat at (including misses), how many have you recorded and what date did you start recording this information?

[The Mayor](#)

The Met encourages officers to record incidents of spitting and there has been a system in place capturing this since 2003.

The data shows that in the 12 months to March 2018 there were a total of 384 incidents where an officer was either spat at or bitten. Latest figures to September 2018 (FY 2018/19) show a total of 279 incidents.

Spitting at a police officer is an abhorrent act. The physical and mental wellbeing of officers is extremely important to me. I would encourage officers to continue to report such incidents to provide the Commissioner and her management team with an accurate picture of the current issue.

## **Magnet Fishing**

**Question No: 2018/2686**

[Susan Hall](#)

For each year Oct to Sep 2017 and Oct to Sep 2018 please provide the following:

- The Number of guns recovered by people engaged in Magnet Fishing
- The Number of knives recovered by people engaged in Magnet Fishing

[The Mayor](#)

The Metropolitan Police report that they have had no instances of people recovering knives or guns by magnet fishing.

## **Met's Black Museum**

**Question No: 2018/2687**

[Susan Hall](#)

What is the current status of the Met's Black Museum and are there plans to make it permanently accessible to the public?

[The Mayor](#)

The Metropolitan Police Service has a range of historical collections including the Crime Museum, which has reopened for officers in New Scotland Yard, and the Heritage Centre located at the Empress State Building in West Brompton.

Following a successful temporary exhibition of the Crime Museum at the Museum of London, consideration is currently being given to how the wider MPS collections can be made more accessible to the public.

## **Police officer suspensions**

**Question No: 2018/2688**

[Susan Hall](#)

Please can you provide the current number of police officer suspensions by rank?

[The Mayor](#)

As of 14 October 2018, there were 56 officers suspended of which:

24 are members of the Special Constabulary

1 is a Detective Inspector

1 is a Police Sergeant

5 are Detective Constables

25 are Police Constables

## **Policing a premiership football game**

**Question No: 2018/2689**

[Susan Hall](#)

What's the average cost of policing a premiership football game and the average amount received by a club towards costs?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

The average cost of policing a premiership football game is £29,789 and the average amount received from a club towards costs is £2,977.

The Metropolitan Police Service (MPS) invoice London football clubs to the full extent of the costs it is able to recover. Police are only able to recover costs from an event organiser when (a) the special policing services has been requested by the organiser and (b) the policing took place on land that was owned, leased or in the control of the organiser.

## **Released under investigation**

### **Question No: 2018/2690**

[Susan Hall](#)

Please can you provide the number of suspects that have been released under investigation without conditions since April 2017 broken down by the following crime types:

- Homicide
- Rape
- Violence against the person
- Sexual offences
- Robbery
- Theft and handling

[The Mayor](#)

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

## **Released under investigation 2**

### **Question No: 2018/2691**

[Susan Hall](#)

Please can you provide the number of suspects that have been released under investigation without conditions since April 2017 broken down by the following crime types, who went on to commit another offence. Please provide the new offences separately for each of the original offences. E.g. 2 offenders arrested for rape committed a further 2 rapes and one murder.

- Homicide
- Rape
- Violence against the person
- Sexual offences
- Robbery
- Theft and handling

[The Mayor](#)

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

## Investigations closed

### Question No: 2018/2692

[Susan Hall](#)

For each of the following years, Oct to Sep 2016, Oct to Sep 2017, Oct to Sep 2018 how many investigations have been closed due to the expiry of custody time limit or the six month summary offence prosecution time limit? Of those investigations that were abandoned, how many suspects had been released under investigation?

[The Mayor](#)

The MPS is not able to report the number of offences abandoned because the Statutory Time Limit (STL) has expired, as this is not consistently recorded on any one system.

Expiry of the maximum period of detention without charge allowed under PACE requires police to release the suspect but does not prevent prosecution being brought subsequently.

## Culture and creative industries

### Question No: 2018/2693

[Susan Hall](#)

Can you provide me with a breakdown of the culture and creative industries budget for the last 5 years, broken down by year?

[The Mayor](#)

The budget for Culture and Creative Industries for the last 5 financial years is below. The GLA has had a joint statutory duty to fund the Museum of London with the City of London since 2008.

Culture & Creative Industries Budget	Budget excluding Museum of London		Museum of London	Total		
Breakdown by Year						
	£ m		£ m	£ m		
2012-13		3.4	8.9	12.3		
2013-14		3.4	8.6	12.0		
2014-15		4.1	8.4	12.5		
2015-16		5.1	7.8	12.9		
2016-17		4.4	8.8			

			13.2		
2017-18	6.0	12.3	18.3		

## Culture and creative industries (2)

### Question No: 2018/2694

Susan Hall

Can you provide me with a breakdown of all spending over £250 for the culture and creative industries budget in the 2017-18 financial year?

The Mayor

The GLA publishes reports of all our spending over £250 online every month. You can find this information, which includes all culture and creative industries expenditure over £250, on the London.gov.uk website at the link below:

<https://www.london.gov.uk/about-us/governance-and-spending/spending-money-wisely/our-spending> :

## Mayor's office budget

### Question No: 2018/2695

Susan Hall

Can you provide me with a breakdown of the Mayor's office budget for the last 5 years, broken down by year?

The Mayor

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

## Mayor's office budget (2)

### Question No: 2018/2696

Susan Hall

Can you provide with a breakdown of all spending over £250 for the the Mayor's office budget in the 2017-18 financial year?

The Mayor

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

## Written response from the Mayor received 01/11/2018

Information on payments over £250 is provided on a quarterly basis to the Assembly's Budget Monitoring Sub-Committee.



## External Affairs

### Question No: 2018/2697

Susan Hall

Can you provide me with a breakdown of the External Affairs budget for the last 5 years, broken down by year?

The Mayor

The External Affairs budgets as set out in the Mayor's annual budget are as follows:

2014/15: £6,351,000

2015/16: £6,451,000

2016/17: £7,063,000

2017/18: £9,053,000

2018/19: £9,346,000

The budget includes the delivery of the entire events for London programme, marketing, the public liaison unit, web and digital services for City Hall including the London Assembly, OPDC and MOPAC, media monitoring for City Hall including the London Assembly, and the press office which also supports MOPAC.

The change between 2016/17 and 2018/19 (£2,283,000) is a result of the External Affairs team taking on the delivery of work/budgets from other GLA departments - it is not increased GLA budget. This includes the centralisation of the Marketing budget (£1m), the spend of which was previously spread across multiple GLA teams, and the movement of £0.5m of contingency from the central corporate budget into the Events budget to deliver New Year's Eve. This was not budget growth, rather a budget virement from the Resources Directorate to External Affairs.

In order to support London's communities, an additional £0.355m has been committed to Notting Hill Carnival in order to develop new stewarding and community engagement programmes, and an additional £75,000 has been secured to support more LGBT events in London, including UK Black Pride. A budget of £0.3m has been allocated to support digital development including to fund a new CRM system within the public liaison unit to service the entire GLA.

## **External Affairs (2)**

### **Question No: 2018/2698**

[Susan Hall](#)

Can you provide with a breakdown of all spending over £250 for the the external affairs budget in the 2017-18 financial year?

[The Mayor](#)

Details of all expenditure over £250 can be found in the Budget Monitoring Sub-Committee report (item 10) for Payments over £250 for Q1 2018/19:

<https://www.london.gov.uk/moderngov/ieListDocuments.aspx?CId=130&MId=6444>

## **Kew Bridge Arch**

### **Question No: 2018/2700**

[Tony Arbour](#)

Ease of access along the riverside at Kew Bridge is problematic for those with limited mobility and mothers with pushchairs, who find it difficult to negotiate the steps continuing the river path under Kew Bridge and are forced to negotiate the complex road crossing. This perilous access caused considerable difficulties at the recent Tidefest event and is contrary to your policies of access to the Thames.

Will the Mayor now ask TfL to reconsider their decision not to open up the Kew Bridge Arch to pedestrians?

[The Mayor](#)

Transport for London (TfL) is aware of the need to make this part of the Thames Pathway more accessible to the local community, in particular to disabled people and those with buggies or prams. Until recently the archway was leased to a private company. TfL is discussing the terms of a lease with the London Borough of Hounslow, who are looking to progress a scheme to convert the archway into a fully accessible walking route along the river. The terms of the lease are still being worked up, but both parties are keen to move forward with this as soon as practicable.

## **Average cost of a murder investigation**

### **Question No: 2018/2701**

[Tony Arbour](#)

What is the average cost of a murder investigation?

[The Mayor](#)

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

## **Blue Ribbon Network**

**Question No: 2018/2702**

[Tony Arbour](#)

Why has the Blue Ribbon Network been omitted from your new London Plan, and how will you be maintaining the current level of protection?

[The Mayor](#)

London's network of waterways, or the 'Blue Ribbon Network', has not been omitted from my draft London Plan. The protection of London's waterways is specifically addressed in Policy SI 17 and is also incorporated into other policies relating to waterways, green infrastructure and the natural environment. In addition, as part of my Minor Suggested Changes to the Plan, I have proposed a note be added to clarify that London's 'network of linked waterways' is also known as the 'Blue Ribbon Network'.

## **NHS Estates**

**Question No: 2018/2703**

[Tony Devenish](#)

Sir Robert Naylor's NHS Estates review, the unpublished London report, identifies 18 projects to cross subsidise vital NHS London estates work in order to support NHS core service delivery. Within the needs for confidentiality are you able to update the Assembly on the collaborative working between Sir Robert's team and your Deputy Mayor? Would a private briefing be possible under the auspices of our Committee structure?

[The Mayor](#)

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

## **Written response from the Mayor received 01/11/2018**

Department of Health and Social Care Ministers have asked Sir Robert Naylor to support and expedite the delivery of several complex NHS Estate projects. The process of identifying which complex projects Sir Robert will take on is ongoing. Sir Robert and the Department of Health and Social Care will work with the London Estates Board, which the GLA is a member of, to agree which projects he will take on, and they are providing the Board with regular updates.

## **NHS funding from planning obligations**

**Question No: 2018/2704**

[Tony Devenish](#)

There appears to be some within NHS London who believe Section 106 and CIL should include a substantial component for NHS Estates projects. What is your view?

[The Mayor](#)

My draft London Plan identifies infrastructure priorities when boroughs are developing Local Plans, determining planning obligations for developments, and determining the infrastructure that will be funded through borough CIL. This includes recognising the role large sites can play in delivering necessary health and education infrastructure. Some NHS sites also have the potential to be reconfigured, leading to both improved facilities and the release of surplus land for other priorities. This approach is supported in Policy S2 of the draft Plan. The London Estates Board aims to improve the way surplus and underused NHS assets are identified and released, providing a single forum for estate discussions in London.

It should also be noted that the affordable housing threshold for public sector land to follow the fast track route is 50 percent, recognising that such sites represent an opportunity to meet a range of objectives, including making better use of land, improving services and delivering more affordable housing.

## **HRA borrowing cap (1)**

**Question No: 2018/2705**

[Tony Devenish](#)

How will the Mayor actively and practically help support councils both in London and the wider South East of England to make full use of the Government's welcome announcement lifting the HRA borrowing cap to accelerate housing delivery?

[The Mayor](#)

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

## **Written response from the Mayor received 01/11/2018**

I am pleased that the Prime Minister has responded to the calls that I and many others have long made to scrap the arbitrary cap on HRA borrowing. I have been actively helping councils to gear up their homebuilding programmes through my Building Council Homes for Londoners programme and I am offering further practical support through my Homebuilding Capacity Fund.

Housing delivery by councils in the wider south east is the responsibility of Homes England, not the GLA. My team are in regular contact with officials there, and I would be pleased to offer our support and learning to Homes England as they seek to help councils in the wider south east increase their homebuilding programmes.

## **HRA borrowing cap (2)**

**Question No: 2018/2706**

[Tony Devenish](#)

Will the Deputy Mayors for Housing and Planning respectively write to colleagues on Borough Councils and South East Councils to outline assistance that the GLA can offer following the lifting of the HRA borrowing cap?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

My Deputy Mayor for Housing has met with the leaders or mayors of almost all London boroughs since May to offer the GLA's support for council homebuilding as part of my Building Council Homes for Londoners programme. He and his team will continue to work closely with all London councils to make as much use as possible of the opportunities created by the Prime Minister's pledge to lift the HRA borrowing cap. For the position regarding councils in the wider south east, see my response to Mayor's Question 2018/2705.

## **London Plan**

**Question No: 2018/2707**

[Tony Devenish](#)

Does the Mayor intend to ensure that the future of events and exhibitions is part of his London Plan?

[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. Following the consultation on my draft London Plan, I have proposed a Minor Suggested Change to paragraph 6.10.2 recognising the need to consider the provision of suitable facilities for meetings, conferences and exhibitions in both hotels and purpose-built convention and exhibition centres.

## **Events and exhibitions industry**

**Question No: 2018/2708**

[Tony Devenish](#)

Does the Mayor recognise the value to London of the events and exhibitions industry?

[The Mayor](#)

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

### **Written response from the Mayor received 24/10/2018**

I certainly recognise the value to London of the events and exhibitions industry.

The sector adds over £12.5 billion annually to London's economy and gives us a reputation for hosting some of the best events in the world.

However, we are not complacent, so a big part of my promotional agency London & Partners' work is liaising with industry to keep attracting business to London.

I support London & Partners' bids for large events. For example, I recently met the European Society of Cardiology, who have since committed to come back to London for a 35,000-delegate event in 2021.

## **Exhibition space**

**Question No: 2018/2709**

[Tony Devenish](#)

What is the Mayor doing to ensure that major exhibition space continues to be retained and developed in London?

[The Mayor](#)

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

### **Written response from the Mayor received 24/10/2018**

I am fully committed to ensuring that London's exhibition and events sector continues to thrive.

My Tourism Vision for London, launched last year, highlights the importance of developing the infrastructure needed for London to remain a world-class host of business visits and events.

This is also recognised in my draft new London Plan where a Minor Suggested Change has been proposed to paragraph 6.10.2, recognising the need to consider the provision of suitable facilities for meetings, conferences and exhibitions in hotels and purpose-built convention and exhibition centres.

We shall continue to work hard so London retains its reputation for excellence in this sector.

## **Young people**

**Question No: 2018/2710**

[Tony Devenish](#)

What is your role in setting a pan-London vision for spaces for young people and supporting those who provide them?

[The Mayor](#)

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

## **Youth spaces (1)**

**Question No: 2018/2711**

[Tony Devenish](#)

Where do youth spaces sit within existing strategies?

[The Mayor](#)

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

## **Youth spaces (2)**

**Question No: 2018/2712**

[Tony Devenish](#)

What is your role in mapping and promoting youth spaces?

[The Mayor](#)

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

## Special Constables

### Question No: 2018/2713

[Tony Devenish](#)

Basildon Council is allowing staff time off to volunteer as Special Constables, are you in favour of rolling this out in London across the GLA bodies and Boroughs? If so, how?

[The Mayor](#)

The scheme that you refer to is known as Employer Supported Policing (ESP).

ESP is a powerful partnership between some of London's major employers and the Metropolitan Police Service (MPS), providing police training for staff, contributing directly to the security of employer's staff and premises, building police relationships and directly helping to make London safer.

Supporting employers, allow their staff to be trained as special constables who, once trained, will carry out patrols in key areas in London with full police powers.

As with all special constables the MPS provide selection process, administration, vetting, medicals etc., plus training, equipment, uniform, ongoing development and of course a wide range of skills and experience not found elsewhere.

In return employers provide their staff with paid leave to attend the initial training course and one day per fortnight for their regular specials duties once fully trained.

Earlier this year the MPS recruited a dedicated ESP lead to build relationships with businesses across the capital. The MPS is keen to develop ESP partnerships with London borough councils and across the Greater London Authority (GLA).

## Borough funded police officers

### Question No: 2018/2714

[Tony Devenish](#)

Please can you provide the current number of borough funded police officers, broken down by borough, and please also provide the number of officers funded by the Met as a result of match funding, again broken down by borough?

[The Mayor](#)

The current (September 2018) contracted numbers of borough funded police officers and those match funded by the Metropolitan Police Service (MPS) are detailed by borough in the table below.

London Borough	Funded by Borough	Match Funded by MPS	Total Police Officers
Barking & Dagenham	8	8	16
Bexley	1	1	2



Brent	6	6	12
Camden	7.5	7.5	15
Croydon	4	4	8
Ealing	4	4	8
Enfield	8	8	16
Greenwich	10.5	10.5	21
Hackney	0.5	0.5	1
Hammersmith & Fulham	24	24	48
Haringey	3	3	6
Hillingdon	7.5	7.5	15
Hounslow	7	7	14
Islington	5.5	5.5	11
Kensington & Chelsea	18	18	36
Lambeth	4.5	4.5	9
Newham	20	20	40
Southwark	5	5	10
Sutton	4	4	8
Tower Hamlets	19	19	38
Waltham Forest	2	2	4
Westminster	0.5	0.5	1
TOTALS	169.5	169.5	339

**101**

**Question No: 2018/2715**

[Tony Devenish](#)

I recently became aware of two foreign visitors to our city, English is not their native language, their suitcases had been stolen. They called 101 to report this and were directed to an online reporting mechanism, which they found difficult to handle because of their proficiency in English. How can we address this 101 level of service?

[The Mayor](#)

Callers to the 101 service are given the option to report crime online, which is designed to provide added flexibility in the way members of the public can contact the Met and reduces the need for officers to call back individuals for more details.

However, callers are informed they may stay on the line to speak to an operator. If there are language issues, the operator is able to initiate a conference call with an interpreter in the caller's language via the Language Line service.

**Nine Elms Bridge**

**Question No: 2018/2716**

[Tony Devenish](#)

As recently raised with me by Cllr James Spencer of Westminster, in view of the fact that plans for a pedestrian and cycle bridge at Nine Elms have effectively been stopped, will you remove it from your indicative list of transport schemes in the London Plan?

[The Mayor](#)

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

**Tube crime**

**Question No: 2018/2717**

[Tony Devenish](#)

What are you doing about the increase in robberies and pickpocketing on the tube?

[The Mayor](#)

The Tube remains a safe, low crime environment, with very few people ever experiencing or witnessing crime.

Crime on the transport network is not tolerated, and Transport for London (TfL) works extremely closely with the British Transport Police (BTP) to ensure offenders are dealt with robustly. TfL provides funding for 760 frontline officers across the London Overground and Underground networks to detect and deter crime. Officers take part in uniformed and covert operations, which are based on intelligence and target the offences that have increased on our network. BTP has a specialist investigative team to tackle pick-pocketing and the organised crime that is often behind it.

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

**Question No: 2018/2718**

[Tony Devenish](#)

You have stated that bringing Oxford Street under TfL control is under consideration, in order to meet your absurd commitment to pedestrianisation. Are you aware that, as well as cross-party opposition in Westminster to your planned pedestrianisation of Oxford Street, numerous consultations and the local election results in May have shown the scale of opposition to those plans?

[The Mayor](#)

The final published consultation report for the second consultation on Oxford Street shows there was strong support for the proposals that were jointly developed with Westminster City Council (WCC), with 9,241 respondents (65 per cent of the online responses), either in full or partial support. There were also an additional 7,000 supportive responses submitted through Living Streets. Full details are available on Transport for London's (TfL) website:

<https://consultations.tfl.gov.uk/roads/oxford-street/>

I do understand there were concerns locally, TfL had already shared with WCC the work, developed with their own officers and consultants, which showed the concerns were very unlikely to be borne out. TfL also proposed to introduce the scheme using an Experimental Traffic Regulation Order, with a year of monitoring of impacts and the ability to adapt the measures as required before any aspects became permanent.

WCC chose not to discuss potential changes to the proposals, or ways in which the issues raised could be addressed. The challenges and issues in the area remain, and I await the full and finalised details of WCC's alternative proposals to address these.

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

**Question No: 2018/2719**

[Tony Devenish](#)

Will you confirm whether you have received formal representation from the opposition on Westminster Council making clear their disagreement with your plans for Oxford Street pedestrianisation?

[The Mayor](#)

My understanding is that the opposition at Westminster City Council (WCC) had expressed a view that they would want to see the concerns of local stakeholders addressed. The work of the joint project team suggests that this would have been possible if WCC had not withdrawn from the project.

## **Hammersmith Bridge (1)**

**Question No: 2018/2720**

[Tony Devenish](#)

What estimates have been made for the duration of the Hammersmith Bridge works, and for what period will the bridge be closed to traffic?

[The Mayor](#)

Please see my previous answer to Mayor's Question 2018/2428.

The options report should be available by end of 2018, after which the London Borough of Hammersmith and Fulham and TfL aim to advise details of the anticipated closure.

## **Hammersmith Bridge (2)**

**Question No: 2018/2721**

[Tony Devenish](#)

What estimates have been made with regards to the economic and societal impact to residents of Hammersmith & Fulham and Richmond, and wider boroughs, if the Hammersmith Bridge is closed for a significant period?

[The Mayor](#)

Hammersmith Bridge is owned and managed by the London Borough of Hammersmith and Fulham. Transport for London (TfL) is providing advice and support on the bridge refurbishment works.

TfL understands that the London Borough of Hammersmith and Fulham is assessing the economic and societal impacts to residents from Hammersmith & Fulham, Richmond, and other affected areas. This will inform the best course of action for the bridge, including the duration and type of closures used when undertaking any work. For example, partial or full bridge closures may be used.

## **CS11**

**Question No: 2018/2722**

[Tony Devenish](#)

How much has TfL spent on legal costs to date with regard to the CS11 judicial review?

[The Mayor](#)

CS11 will provide an important new continuous cycle route from Swiss Cottage to the West End. Significant improvements for both cyclists and pedestrians will be made along the route, with the aim of improving safety and connectivity, encouraging more people to walk and cycle in this part of the city.

Transport for London was due to start construction on the first section of CS11, in July 2018, transforming the traffic-dominated and intimidating Swiss Cottage gyratory. However, it was blocked in doing so by legal action from Westminster City Council.

TfL has, to date, spent £33,591.67 plus VAT in external legal costs in regard to the CS11 judicial review.

## **Victoria Station Overcrowding**

**Question No: 2018/2723**

[Tony Devenish](#)

Are you content that the levels of overcrowding at Victoria Station during the Tube strike on 27th September were safe?

[The Mayor](#)

TfL's top priority is the safety of its customers and staff and it has plans in place to safely manage demand at each station in the event of disruption.

On the day of the strike, customers who would have interchanged at Green Park instead sought to interchange at Victoria during the morning peak, which meant it was significantly busier than usual.

Station staff kept a close eye on the situation and acted in line with the station's customer control plan, temporarily closing the station and re-routing customers in the interest of safety.

I would like to thank the station staff who did their job in very challenging circumstances.

## **Industrial Relations**

### **Question No: 2018/2724**

[Tony Devenish](#)

The RMT has claimed that their strike action from 26th September was due to "a breakdown in industrial relations". Do you consider this a fair reflection of the dispute and, if not, why do you believe the RMT went on strike?

#### [The Mayor](#)

I'm proud that since I became Mayor we've reduced the number of days lost to strikes on the tube by 65 per cent compared to the previous Mayor's time in office by having more constructive engagement with TfL staff and the trade unions.

RMT's recent strike action on the Piccadilly line was unnecessary and caused significant inconvenience for passengers across London.

When RMT balloted its members in June, it identified four issues which it said had led to a breakdown in industrial relations on the Piccadilly line.

These were:

- Insufficient Train Operator numbers
- Undue pressure on Train Operators from Service Control management
- Obstruction of representatives trade union duties; and
- Application of the Attendance at Work and Disciplinary policies.

Following successful ACAS-facilitated talks in July, an agreement was reached, which resulted in the suspension of planned strike action.

However, in September, RMT announced further strike action, claiming that management had failed to deliver on the commitments made in July. Further talks at ACAS took place, however the RMT was not able to articulate how the agreement had been breached, and what management interventions would be required to allow RMT to call off the strike. Unfortunately, these strikes went ahead.

Since then, discussions at ACAS have recommenced and continue to take place. TfL is hopeful that a solution can be reached to ensure lasting positive relationships between the management, employees and trade unions on the line.

## **Zero Strikes**

**Question No: 2018/2725**

[Tony Devenish](#)

You specifically promised Londoners "zero strikes" under your Mayoralty. Do you regret making that promise?

[The Mayor](#)

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

## **Strike Action Commuters**

**Question No: 2018/2726**

[Tony Devenish](#)

In Friday 5th October's Evening Standard commuters who struggled to work in the light of strike action were quoted. Do you agree with Matt Thorley, who had to walk to work in Moorgate, and said "The sooner they can automate all the tubes and be rid of overpaid drivers who hold London to ransom by striking the better. In no other UK industry would such disruption be allowed to happen"?

[The Mayor](#)

I agree that any strike action is regrettable and unnecessary as it causes disruption to thousands of Londoners. Transport for London (TfL) works with the trade unions on finding a resolution to avoid strike action but unfortunately, in this case, the talks broke down without agreement and the strike went ahead.

As I made clear to the Assembly earlier this year, the London Underground system is an extremely complex environment, in particular the deep tube lines. For reasons of safety, they are not suitable for driverless trains.

## Road Pricing

**Question No: 2018/2727**

[Tony Devenish](#)

Can you guarantee that you will not introduce or make any preparations to introduce road pricing to London ahead of May 2020?

[The Mayor](#)

My approach to paying for road use is set out in my Transport Strategy.

London benefits from two very successful road pricing schemes now - the Congestion Charge and the Low Emission Zone.

For the future, Transport for London (TfL) is preparing for the introduction of the Ultra-Low Emission Zone (ULEZ) in central London in April 2019, the tightening of the Low Emission Zone standards in October 2020 and the expansion of the ULEZ to inner London in October 2021.

TfL is considering responses to the recent consultation on my plans to tackle the increase in congestion and air pollution in central London by removing the Congestion Charge exemption for private hire vehicles and to replace the Ultra-Low Emission Discount (ULED) with a new phased Cleaner Vehicle Discount in April 2019.

I have also committed to investigating the potential future of road pricing schemes. When the Congestion Charge was first established, a central zone enforced by a camera network was the best way to deliver the scheme. With improvements in technology, TfL will consider how schemes could be designed to reflect distance, time, emissions and road danger in an integrated way that delivers balanced outcomes for Londoners. Any future proposals would be preceded by detailed feasibility work and subject to consultation with stakeholders and the public. Such a scheme would not be introduced before May 2020.



## **Funding for nursery schools**

**Question No: 2018/2729**

Jennette Arnold

London Councils' recent report, 'Hidden Value: A report exploring the role and future of maintained nursery schools in London', revealed that many maintained nursery schools face closure within the next two years unless the Government takes urgent action to preserve their funding. Will you lobby the Government to support this vital education sector, and how are you working with Boroughs to provide high quality nursery education for all London's children?

The Mayor

I continue to take all opportunities to make the case for more funding for the early years sector - including maintained nursery schools - and to highlight the importance of high quality early education and care. Earlier this year I commissioned a report that highlighted the challenges that London's early education providers are facing [www.familyandchildcaretrust.org/childcare-and-early-education-funding-london](http://www.familyandchildcaretrust.org/childcare-and-early-education-funding-london) In April I responded to the Treasury Committee's report on Childcare stating my concern that free early education funding levels, although higher in London, are inadequate to the costs. London Councils are presenting the findings from their 'Hidden Value' report at the next London Early Years Stakeholder Group which DfE attend and we convene at City Hall.

My Early Years In London report outlines what we are doing to help the early years sector to improve access to high quality early education, especially among disadvantaged groups [www.london.gov.uk/what-we-do/education-and-youth/support-families-and-early-years/early-years-and-childcare/early-years-london](http://www.london.gov.uk/what-we-do/education-and-youth/support-families-and-early-years/early-years-and-childcare/early-years-london) My Early Years Hubs bring schools, childminders, and nurseries together to promote early years as a career, improve take up of free early education and to improve quality of the early years provision. I have invited proposals to deliver my Early Years Leaders Programme to support practitioners to progress in their careers and to improve outcomes for children. Early next year I will run my London Early Years Campaign to raise awareness of free early education, its benefits to children and families and to improve the take of this vital offer.

## **Response to report on SEND young people**

**Question No: 2018/2730**

Jennette Arnold

Can the Mayor provide an update on whether he will accept the London Assembly Education Panel's recommendations in our recent report on SEND young people, 'Together: Transforming the lives of children and young people with special education needs and disabilities in London'?

The Mayor

Thank you for your report 'Together: Transforming the lives of children and young people with special educational needs and disabilities in London' which highlights the significant challenges that young people with SEND and those who support them are facing. I want London to be an inclusive city that provides opportunities for all young people to achieve their goals. I have responded to your report in my letter of 3 October 2018 which sets out activity already underway through my strategies and programmes, as well as where I can act on the recommendations to do more for children and young people with SEND.

## **National Funding Formula for Schools**

**Question No: 2018/2731**

[Jennette Arnold](#)

What discussions has the Mayor had with Government about concerns raised that London's schools are disproportionately disadvantaged by the National Funding Formula for schools?

[The Mayor](#)

I continue to take all opportunities to make the case for more school funding. I have met with the previous Secretary of State for Education, Justine Greening and with the new Secretary of State for Education, Damien Hinds, to reiterate my concerns about the levels of funding for London schools.

I have stressed that real-term cuts to school funding and subsequent financial difficulties are putting our schools under increasing pressure. The recent national teacher pay increase also puts more pressure on these school budgets as they will have to fund this themselves.

## **Open Drug Dealing in Shoreditch**

**Question No: 2018/2732**

[Jennette Arnold](#)

Following the recent report in The Guardian ("Londoners highlight drug problem with 'dealers only' parking space" 18.09.18) what strategies are in place to limit the ability of drug dealers to openly deal in the Shoreditch area?

[The Mayor](#)

Tower Hamlets police are working in partnership with Tower Hamlets Council and other partners to tackle the drug dealing in the borough. Tactics are ongoing as part of Operation Continuum using a range of tactics including test purchasing, search warrants, proactive patrol operations and uniquely utilizing CCTV to target dealers retrospectively using both criminal and ASB legislation. Recent operations have produced over 97 arrests for drugs supply, 27 arrests for other drug offences, 10 search warrants executed. From CCTV footage; 87 Community Protection warnings issued, 54 charges for car insurance fraud and 71 Section 59 warnings with 27 cars seized.

## **Consistency in application of Section 60 powers**

**Question No: 2018/2733**

[Jennette Arnold](#)

Figures showing the number of borough wide Section 60s implemented demonstrate that this power is being used in different ways across London. As I understand it Section 60 powers must be intelligence led. Could you explain the criteria for using intelligence led Section 60s and why they do not appear to be used consistently?

[The Mayor](#)

The use of Section 60 (Criminal Justice and Public Order Act 1994) orders is an important tool to be deployed in strictly limited circumstances, where a senior officer reasonably believes that incidents involving serious violence may take place in any locality in the police area, and to prevent serious violence and enable the recovery of offensive weapons. As such, this power allows a police officer to stop and search a person without suspicion in anticipation of, or after, violence has occurred.

Such decisions will be based upon the actual intelligence that exists at a given time and place. You cannot therefore apply consistency to those circumstances other than in relation to the way in which the use of the powers are authorised - by a Commander or above, and a Superintendent managing it on an hourly basis, which is a high level of authorisation - and through the mandatory use of Body Worn Video, which is a game changer for accountability and transparency.

## **Met Access to Private Data of Victims of Sexual Violence**

**Question No: 2018/2734**

[Jennette Arnold](#)

Why are the lifestyles of victims of sexual violence deemed necessary of investigation by the Metropolitan Police Service, with victims told that cases will not be taken further unless they provide access to private data ("Police demands for potential rape victims' data spark privacy fears" The Guardian, 25.09.18)?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

My Victims Commissioner and I do not believe that the current process is reasonable or proportionate.

We understand that service providers and survivors are being informed by Met colleagues that the CPS will make no charging decisions until digital materials have been disclosed. We urge the Attorney General who is currently undertaking a review into disclosure to move swiftly and update guidance and operating procedures on the handling of digital media and third part materials

My Victims Commissioner has written to the Information Commissioner to request an investigation in to the practices being deployed around disclosure by police forces across England and Wales, asking for a wholesale review to safeguards victim's rights without damaging their access to justice.

## **Average duration of Section 60**

**Question No: 2018/2735**

[Jennette Arnold](#)

What is the average duration of the Section 60s issued in London thus far in 2018?

[The Mayor](#)

During the period covering the year to 30th September 2018, the average duration of a Section 60 issued was 0.9 days.

## Number of S60s issued in London boroughs

**Question No: 2018/2736**

[Jennette Arnold](#)

Please provide the number of Section 60s issued in London in the years 2016, 2017 and 2018? (can you please provide detail as to how many of these were borough wide?)

[The Mayor](#)

Please see the below table containing the number of section 60s issued during 2018 so far (up to and including 30th September).

The table also gives a breakdown of which of those section 60s were borough wide.

Calendar Year	Number Issued	Borough Wide
2016	33	4
2017	64	19
2018	140	68

## Train Noise in the Highbury and Islington Area

**Question No: 2018/2737**

[Jennette Arnold](#)

Train noise is making the lives of residents in my constituency miserable. I am pleased with the news that this will be improved by December 2018 (in response to question no: 2018/2220) but would like to know what reassurances have been given that make you confident that the work necessary will be completed within the given timeframe?

[The Mayor](#)

Transport for London (TfL) is replacing Victoria line rail on both the northbound and southbound tracks between Highbury & Islington and King's Cross St. Pancras stations. This work is now due to be completed by January 2019, and TfL has informed local residents of this revised date.

Work is already underway, with the first stretch on the northbound track now completed, and TfL has advised me it is confident that this date will be met.

## **Ensuring Inclusivity in New Developments and Regeneration**

**Question No: 2018/2738**

[Jennette Arnold](#)

My constituents are concerned that regeneration of areas such as Dalston is excluding existing communities, particularly affecting BAME people. What are you doing to ensure regeneration and development provides physical and social infrastructure as desired by existing communities to protect them from displacement?

[The Mayor](#)

My draft London Plan sets out a vision for Good Growth, recognising that people from BAME backgrounds make up 40 per cent of Londoners. Building strong and inclusive communities is a key part of Good Growth and the draft Plan sets out that those involved in planning and development must provide access to good quality community spaces, services and amenities, and infrastructure that accommodate, encourage and strengthen communities.

The draft Plan highlights the importance of collaborating with and respecting existing communities as regeneration and development comes forward, especially in more deprived parts of London, and the need for Local Plans to protect and promote places that are particularly valued, including cultural venues, community facilities and social infrastructure.

I have also allocated 30 per cent of the funding from Round 1 of my Good Growth Fund to projects that develop new and existing Civic Infrastructure, including creating new affordable workspace and studios for community groups and disadvantaged residents in Finsbury Park, refurbishing and expanding Kensal House Estate's community rooms in Kensington and Chelsea, and supporting a Grade ii listed library in Waltham Forest with a new café and exhibition area, children's play area and flexible spaces for a range of community activities.

## **Changes to Buses in Walthamstow Disproportionately Affecting the Elderly**

**Question No: 2018/2739**

[Jennette Arnold](#)

The proposed changes to the 48 route and the already shortened W12 service in Walthamstow make it more difficult for elderly and less mobile constituents to travel independently. What are you doing to help people cope with the demands of travelling on two bus routes rather than one and of waiting for a second bus in exposed places where they may have difficulty sitting down?

[The Mayor](#)

Transport for London (TfL) continuously reviews London's bus network to ensure it is fit for purpose. The needs of older and disabled people are always considered, with the aim of ensuring all customers can travel safely and independently.

TfL has proposed changes to routes 48 and 55, including extending the latter to Walthamstow. TfL previously reduced the frequency of route W12 but did not shorten it.

TfL estimates that the proposals set out in its current central London bus consultation would mean an additional 0.6 per cent of London's daily bus trips would require interchange. All 46 stops where people may have to interchange meet accessibility standards, include a shelter and seating, and are well-lit. However, I would encourage anyone who has suggestions for how interchange can be made easier and more convenient to submit their suggestions as part of the ongoing consultation.

Buses have priority seating for older and disabled people, including those with invisible impairments. Following the launch of the Please Offer Me a Seat badge and card, as well as recent publicity campaigns, customers are growing more aware of giving up their seat to those who need it. Customers can also use the Travel Support Card to alert staff to the assistance they need.

## **London Green Grid**

**Question No: 2018/2741**

[Leonie Cooper](#)

Can the Mayor please provide an update on the progress developing the All London Green Grid?

[The Mayor](#)

In my draft London Plan I have made a commitment to updating the All London Green Grid Supplementary Planning Guidance (SPG).

Preliminary work on the scope and content of the new SPG is currently underway. This work includes the creation of the green infrastructure focus map which will be published later this year. The final version of the updated SPG, which will be subject to consultation, cannot be published until after the publication of the London Plan, which is due to be published winter 2019/20.

## **Household Retrofit Programmes (1)**

**Question No: 2018/2742**

[Leonie Cooper](#)

What household energy retrofit programmes do you have currently in place? What targets are in place in relation to these programmes?

[The Mayor](#)

I currently have three programmes/projects in place in respect of household retrofit, including:

- 1) Warmer Homes - a grant fund offering up to £4,000 per home to qualifying fuel poor households to improve the energy performance of their homes. Key targets are to retrofit at least 625 homes, saving 750 tonnes of CO<sub>2</sub> and £150,000 from fuel bills, by 31 March 2019.
- 2) RE:NEW - a technical assistance programme supporting social housing providers which has been extended to April 2019 (having exceeded all previous European Investment Bank targets by April 2018). The key target for the programme extension is to deliver technical assistance support to social housing providers (such as stock assessment, project development, business case development and procurement guidance) to enable them to contract installers to deliver 4,000 further home retrofits, which are scheduled over time, as part of a planned programme. RE:NEW technical assistance is provided to housing providers up to the point where they sign an agreement with a contractor to deliver a retrofit project. Once installed, the 4,000 home retrofits should save around 3,700 tonnes of CO<sub>2</sub> per annum (based on figures from previous RE:NEW supported retrofits).
- 3) Energy Leap - a pilot project trialling innovative retrofit in social housing and aiming to achieve near net-zero energy retrofits. Key targets are to retrofit up to ten homes by end of 2019, using innovative methods such as off-site manufacture of components.

## **Household Retrofit Programmes (2)**

**Question No: 2018/2743**

[Leonie Cooper](#)

How many Londoners homes have been retrofitted since you became Mayor?

[The Mayor](#)

Since I was elected, a total of 4,538 London homes have been retrofitted through the London Boiler Cashback Scheme (3,695), Better Boilers (482), Warmer Homes (181 to date) and Solar Together London (180 to date). In addition, my RE:NEW programme has provided technical assistance (such as stock assessment, project development, business case development and procurement guidance) to social housing providers and boroughs to enable them to contract installers to deliver retrofit measures in a further 15,349 London homes. A number of these homes have received multiple energy efficiency measures.

## **Household Retrofit Programmes (3)**

**Question No: 2018/2744**

[Leonie Cooper](#)



How many homes by borough have your domestic energy retrofit programmes installed measures? What are the typical measures installed?

### The Mayor

Since being elected in May 2016, the number of homes that have had energy retrofit measures installed or are scheduled to have measures installed (by borough) are in the table below.

Typical measures vary depending on the programme:

London Boiler Cashback Scheme - efficient boilers;

Better Boilers - efficient boiler replacements and repairs, and new heating controls;

Warmer Homes - a package of measures based on the needs of the home (typically efficient boilers, heating controls, insulation and ventilation as necessary);

RE:NEW - heating improvements, insulation and renewable energy;

Solar Together London - solar photovoltaic panels (PV).

Many homes have been retrofitted with multiple energy efficiency measures.

Borough	Total homes per borough with retrofit measures installed or scheduled to be installed since May 2016
Barking and Dagenham	75
Barnet	189
Bexley	384
Brent	169
Bromley	361
Camden	54
City of London	0
Croydon	1,151
Ealing	1,189
Enfield	607
Greenwich	177
Hackney	61
Hammersmith and Fulham	40
Haringey	343

Harrow	138
Havering	136
Hillingdon	127
Hounslow	107
Islington	155
Kensington and Chelsea	95
Kingston upon Thames	113
Lambeth	113
Lewisham	246
Merton	153
Newham	151
Redbridge	148
Richmond upon Thames	100
Southwark	3,420
Sutton	1,345
Tower Hamlets	3,422
Waltham Forest	436
Wandsworth	139
Westminster	36
	15,380

Solar photovoltaic measures through Solar Together London to date total 180 but are not yet included in these figures as installations are at an early stage.

An additional 4,327 properties have had energy retrofit measures installed or are scheduled to have measures installed in Housing Association projects across multiple boroughs, through technical support provided through RE:NEW.

The City of London is the only borough that has not had homes retrofitted through Mayoral programmes. This is mainly due to the low levels of homes that are in the borough.

## Household Retrofit Programmes (4)

Question No: 2018/2745

Leonie Cooper

What are the typical energy bill savings achieved by households that go through your domestic energy efficiency retrofit programmes?

The Mayor

Energy bill savings per household vary depending on the eligible measures available for each programme and the depth of intervention. For this reason, the averaged figures below are not easy to compare since, for example, Better Boilers included making repairs to boilers in fuel poor homes (therefore making smaller annual energy savings), whereas London Boiler Cashback Scheme completely replaced only very inefficient, old boilers (therefore making larger annual savings) in able to pay households.

For the London Boiler Cashback Scheme the average annual saving was estimated to be £336 per home.

For Better Boilers, the average annual saving per home was estimated to be £50.

The difference in savings between these two schemes reflects the shift towards prioritising fuel poor homes, as many installations undertaken through Better Boilers were replacement or repair of broken boilers. In cases where a boiler is broken, there are no energy savings, as no energy was being used prior to repair or replacement. However, there is a marked improvement in residents' comfort, health and living conditions.

For RE:NEW, the average annual saving is estimated to be £170 per home.

For the Warmer Homes programme, delivery is on-going, and evaluation is yet to take place. Estimated annual energy bill savings are £225 per home.

For Energy Leap, predicted annual energy bill savings could be up to £1,000 per home. However, some of this energy bill saving will go towards recouping the initial cost of the work through a monthly "comfort plan" (a regular payment made by the tenant to help cover the costs of the works).

## **Benefits Entitlement Checks**

**Question No: 2018/2746**

[Leonie Cooper](#)

Has your benefits entitlement checks programme started yet? If so how much income has been secured on average per household visited?

[The Mayor](#)

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

### **Written response from the Mayor received 24/10/2018**

We have been engaging with potential suppliers of the benefits entitlements check service and are currently developing the specification. We are aiming to start the programme this winter.

## **Utility Bills**

**Question No: 2018/2747**

[Leonie Cooper](#)

What are the current levels and future forecasts for the number of London households struggling with their utility bill payments?

[The Mayor](#)

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

## **Solar Together**

**Question No: 2018/2748**

[Leonie Cooper](#)

Is your Solar Together programme also supporting household energy efficiency action?

[The Mayor](#)

Solar Together London focusses on the delivery of high-quality solar photovoltaic (PV) panels rather than household energy efficiency. We do advise homeowners that improving the energy efficiency of their home could result in a higher level of Feed-in Tariff.

Over 9,000 Londoners have registered for solar panels under my Solar Together programme across the two phases of the group buying scheme.

However, my wider Energy for Londoners programme provides energy efficiency support to homes through my Warmer Homes, RE:NEW and fuel poverty schemes.

## **Emission Reduction Pledge**

**Question No: 2018/2749**

Leonie Cooper

Has the GLA Group signed up to the Government's 2020 emissions reduction pledge?

The Mayor

The GLA has set bold and ambitious carbon reduction targets for the GLA Group, to demonstrate leadership towards the Mayor's zero carbon target by 2050. The GLA Group has a target of a 60% reduction on 1990 levels by 2025. This includes carbon emissions from buildings, fleet vehicles and air travel. This will require an emissions reduction of 50% by 2020. The Government's emissions reductions pledge aims for a 43% reduction on 2010 building emissions by 2019-20. I do not need to sign up to the Government's emissions reductions pledge as we have already set our own challenging targets.

Our clear carbon targets and reporting structures have also helped us lead action in London. Our new Climate Business Leaders programme for example commits London's leading multinational businesses to disclose their emissions and to commit to more stretching targets on waste, energy efficiency, renewables and fleet. For example, the GLA has recommended the businesses adopt an energy efficiency target of a 40 - 50% reduction on 2013-14 energy use by 2030.

## **Passive House Developments**

**Question No: 2018/2750**

Leonie Cooper

Will the London Plan be promoting Passive House developments?

The Mayor

The latest figures show that there were 250 Passive House certified homes in the UK as of the end of 2013, indicating that it is not currently a widespread approach to home design. Nevertheless, the AECOM "GLA Energy efficiency target" report explains how elements of the Passive House standards relate to the new London Plan energy efficiency targets: [https://www.london.gov.uk/sites/default/files/gla\\_energy\\_efficiency\\_target\\_-\\_development\\_case\\_studies\\_-\\_aecom.pdf](https://www.london.gov.uk/sites/default/files/gla_energy_efficiency_target_-_development_case_studies_-_aecom.pdf).

Building on the available evidence in this area, my draft London Plan sets out how new development can contribute to making London zero carbon by 2050. This includes a zero-carbon target for new development and new targets for energy efficiency in buildings.

New developments are required to meet the carbon reduction targets by applying the energy hierarchy, which prioritises energy efficiency measures. Constructing homes to Passive House standards can help to further reduce on-site carbon emissions in line with the zero carbon homes policy.

## **Quietways (1)**

**Question No: 2018/2751**

[Leonie Cooper](#)

A constituent has asked what date will those sections of Quietways 4 route that go through LB of Wandsworth be begun to be built and be completed?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

Construction of Quietway 4 (between Clapham Common and Earlsfield) is almost complete. The two outstanding schemes in the London Borough of Wandsworth are Magdalen Road and the Garrett Lane crossing.

Magdalen Road was constructed by the borough in early 2018. The design approved for this scheme by Transport for London (TfL) included three pedestrian crossings. Two crossings were removed from the design without TfL's approval. However, following further discussions, one of the two missing crossings has now been installed.

There was a consultation on a new signalised crossing at the junction of Garrett Lane, Waynefleet Street and Trewint Street. This proposal did not proceed due to local opposition.

The borough has now developed proposals for an alternative scheme at the junction of Garratt Lane and Magdalen Road, using shared pedestrian/cycle crossings and a shared footway. However, TfL has advised that the footway is narrow, gets busy with pedestrians and does not provide enough space for cyclists. TfL and my Walking and Cycling Commissioner, Will Norman have therefore asked the borough to re-evaluate the original preferred alignment, in consultation with local councillors.

## **Quietways (2)**

**Question No: 2018/2752**

[Leonie Cooper](#)

A constituent has asked what date will those sections of Quietways 5 route that go through LB of Wandsworth be begun to be built and be completed?

[The Mayor](#)

The sections of Quietway 5 between Clapham Common and Tooting Bec Common have been completed. Owing to Tooting Bec Common's protected status, schemes through here require further consultation and statutory approvals. The London Borough of Wandsworth is leading this work, and delivery is dependent on the borough's programme for gaining the required approvals.

In the meantime, Transport for London is progressing an alternative alignment along Tooting Bec Road to allow Quietway 5 to launch sooner. This scheme is due to start construction in 2019.

**Question: London Pride 2019****Question No: 2018/2755**[Tom Copley](#)

When will the date for London Pride 2019 be confirmed?

[The Mayor](#)

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

**Written response from the Mayor received 26/10/2018**

I am pleased to confirm that Pride 2019 will take place on Saturday 6 July.

**European Investment Bank****Question No: 2018/2756**[Tom Copley](#)

Until 2017, the European Investment Bank was the biggest investor in the UK Social Housing sector, much of it to housing associations for refurbishment and new building projects in London. It has stopped lending to Britain since Article 50 was invoked. Has the Government said how it is going to replace this funding?

[The Mayor](#)

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

**Written response from the Mayor received 01/11/2018**

**The European Investment Bank (EIB) is a significant financier of new social housing, providing more than £4bn to UK social housing and urban renewal schemes in the past decade. It is yet another reminder of the benefits the UK has gained from its close relationship with our European partners, all of which is at risk because of this Government's poor handling of the Brexit negotiations.**

**I am aware that several London housing associations continue to wait for the completion of £750m worth of loans approved by the EIB before the European Union (EU) referendum. The Government must be ready to bridge any gap left by a reduction in finance from the EIB for new social housing. I have yet to receive any assurances that this will be the case.**

## **Impact of Brexit on the capacity of the construction industry**

**Question No: 2018/2757**

[Tom Copley](#)

What impact will Brexit have on the capacity of the construction industry in London?

[The Mayor](#)

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

### **Written response from the Mayor received 24/10/2018**

It will depend on the nature of the final Brexit deal, but the independent economic analysis conducted by Cambridge Econometrics found that the construction sector would be one of the most exposed by Brexit; were high tariffs and/or non-tariff barriers with the EU to be imposed.

Decisions yet to be taken by government on post-Brexit immigration policy also pose a significant risk to the construction industry in London; as Europeans make up a third of workers in the sector.

## **Target for the number of new London Living Rent homes**

**Question No: 2018/2758**

[Tom Copley](#)

Has the GLA set a target for the number of new London Living Rent homes that should be built each year? And for shared ownership?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

**The Government and I have agreed that at least 58,500 London Living Rent and shared ownership homes will be started by 2021. Whether an intermediate affordable home is for London Living Rent or shared ownership is determined at the point of first sale or letting, rather than at the point of their starting.**



## EU National Working in the MPS

**Question No: 2018/2761**

[Unmesh Desai](#)

How many EU nationals are currently working in the Met?

[The Mayor](#)

There are 1255 EU Nationals working in the Met.

Workforce	EU Nationals
Police Officers	820
Police Staff	227
Police Community Support Officers	48
Metropolitan Special Constabulary	160
TOTAL	1255

## Brexit and potential loss of warrant cards for EU officers

**Question No: 2018/2762**

[Unmesh Desai](#)

A leaked report by the National Police Coordination Centre flagged that in the event of a no-deal Brexit, there is a risk that 750 EU officers may lose warrant card access. In terms of its affect in London, what is your assessment of the possibility of this and why could this come about?

[The Mayor](#)

The Met have around 1,300 individuals working for them who have declared EU nationality, which includes 819 police officers. The Prime Minister has finally given assurance that EU citizens living in the UK would be allowed to stay in the event of a no deal. This is something I have been calling for since the result of the vote and it is shameful that EU citizens living in London, who contribute so much, have had their future in this city put in limbo for so long.

Practically, it is likely to lead to a small change in the way the Met manage current vetting processes and they are working nationally to understand how forces should approach such changes. The Met expect there to be a relatively simple process whereby we check that EU settlement status has been achieved and therefore see minimal impact if any on officers and staff in London.

## **Brexit and procurement costs**

**Question No: 2018/2763**

[Unmesh Desai](#)

The London Ambulance Service has been reported as bulk buying ambulances in case Brexit impacts vehicle prices. Do the Met have a similar strategy for vehicle procurement?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

The MPS have spoken to the London Ambulance Service and understand that reports in the press were inaccurate and the LAS are not 'bulk buying' vehicles to avoid price increases.

The MPS are assessing the potential commercial impacts of Brexit and will seek to mitigate any impacts of Brexit. However, it is not currently envisaged that buying additional vehicles in advance of Brexit would add commercial or operational value.

## **Dog Support Unit**

**Question No: 2018/2764**

[Unmesh Desai](#)

Please provide the number of trained dogs in the Met's Dog Support Unit for each of the following years (2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018).

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

As of September 2018, the capability within the Metropolitan Police Service (MPS) is 226 operational dogs.

Figures from 2010-2017 are not held electronically and would require extensive manual checking of files.

The MPS are in the process of implementing an electronic system which will improve the retrieval of this data.

## **Mounted Branch**

**Question No: 2018/2765**

[Unmesh Desai](#)

Please provide the number of trained horses in the Met's Dog Support Unit for each of the following years (2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018).

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

The table below shows the compliment of horses within Mounted Branch for each year.

2010	108
2011	109
2012	109
2013	103
2014	107
2015	111
2016	97
2017	100
2018	103

Due to retirement and completion of training the actual number of horses will fluctuate over the course of a year.

Note also that in line with NPCC guidance approximately 50% of the compliment are deployable at any one time to allow for young horses in training, injury or sickness.

## Police Officer Voluntary Resignations

Question No: 2018/2766

Unmesh Desai

How many voluntary police officer resignations were there in the years 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017 and 2018 so far?

The Mayor

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

### Written response from the Mayor received 01/11/2018

The table below shows the number of voluntary police officer resignations between 2010 and 2018. The 2018 figures are from Jan to Sept 2018.

Year	No. of voluntary police officer resignations
2010	294
2011	319
2012	425
2013	459
2014	507
2015	607
2016	599
2017	653
2018 (Jan to Sep 2018)	523
Total	4386

MOPAC is currently undertaking research to better understand attrition within the Metropolitan Police Service (MPS).

## **Days lost to the Met due to Absence**

**Question No: 2018/2767**

[Unmesh Desai](#)

Please provide the total percentage of days lost to the Met due to sickness absence in the years 2015, 2016, 2017 and 2018 so far. (This information is being sought to estimate the number of days lost due to long-term absence)

[The Mayor](#)

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

## **Written response from the Mayor received 01/11/2018**

The tables below show the total number of days lost to sickness and the subset number of days lost to long term sickness (28 days +).

## **Average Caseload of response team officers in BCUs**

**Question No: 2018/2768**

[Unmesh Desai](#)

What is the average number of cases which response team officers are holding in the live Basic Command Units?

[The Mayor](#)

Within the four live BCUs (Central North, East, South West and West) the average case load for a response officer is 3.9.

This figure is a snapshot in time and was obtained on 11th October. It does not include Central East which only went live on the 3rd October.

## **Average Caseload of Met Sapphire Unit**

**Question No: 2018/2769**

[Unmesh Desai](#)

What is the current average caseload of a detective working in the MPS's Sapphire Unit and will the move to Basic Command Units improve this?

[The Mayor](#)

The current case load for Sapphire officers is on average around 25 per detective. It is anticipated that the move to the BCU model will help to reduce this over time.

## Average Caseload of CAIT

**Question No: 2018/2770**

[Unmesh Desai](#)

What is the current average caseload of a detective working in the MPS's CAIT in the years 2015, 2016, 2017 and 2018 thus far and will the move to Basic Command Units improve this?

[The Mayor](#)

Caseload data is taken at a moment in time, retrospective data cannot be recovered due to the configuration of the system.

The current average workload for a Detective Constable in CAIT is 11.5. It is anticipated that the move to the BCU model will help to reduce this over time.

## Police Cancelled Rest Days

**Question No: 2018/2771**

[Unmesh Desai](#)

How many Met Police rest days were cancelled in each month in 2018?

[The Mayor](#)

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

### **Written response from the Mayor received 24/10/2018**

The number of cancelled rest days in each month is provided in the table below.

January	34,129
February	33,649
March	39,255
April	38,752
May	36,459
June	36,881
July	40,376
August	31,421
September	37,088

Note that the cancelling and re-rostering of rest days is a key aspect of managing resource and demand within police forces.

## Projected Met Police Officer Numbers

**Question No: 2018/2772**

[Unmesh Desai](#)

What is the current projection of Met Police officer numbers by 2020-21 if there are no changes to current budget assumptions?

[The Mayor](#)

As I have said before the financial situation is extremely challenging. The Metropolitan Police Service (MPS) have already been forced by the government to make savings of £720m over recent years with a further £325m savings to be made by 2021.

If there are no changes to the budget assumptions, then the projected number of officer Full Time Equivalent (FTE) in 2020/21 will be 30,750.

## Projected Met civilian detectives [1]

**Question No: 2018/2773**

[Unmesh Desai](#)

Please provide the number of civilian investigators hired by the Met in each of the following years (2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018)

[The Mayor](#)

The Metropolitan Police Service (MPS) is unable to identify the number of hires in each year from its systems.

However, the table below shows the yearly headcount of civilian investigators.

2014	2015	2016	2017	2018* (Sep 18)
11	42	53	152	148

## Projected Met civilian detectives [2]

**Question No: 2018/2774**

[Unmesh Desai](#)

Are any of these officers now investigating cases directly or are they providing support to newly recruited detectives without managing cases?

[The Mayor](#)

Civilian investigators do investigate and manage their own cases. They may also aid detectives.

Investigative coaches do not have an investigative case load but instead provide dedicated support to both new direct entry trainee detectives and existing internal trainee detectives.

## **309 bus route**

**Question No: 2018/2775**

[Unmesh Desai](#)

Are there plans to revise the route of the 309 bus service so that it does not stop at the now closed Bethnal Green Chest Hospital?

[The Mayor](#)

Transport for London (TfL) does not have any current plans to revise the 309 bus route. Although the hospital is now closed, the adjacent bus stand is only 500 metres from the route on Cambridge Heath Road, and helps TfL to operate the service reliably. TfL will continue to keep the route under review.

## **Overground ticket office closures [1]**

**Question No: 2018/2776**

[Unmesh Desai](#)

Will the proposed closure of Overground ticket offices result in job losses at the stations affected?

[The Mayor](#)

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

## **Overground ticket office closures [2]**

**Question No: 2018/2777**

[Unmesh Desai](#)

Will customers still be able to purchase the same types of ticket they can currently from the stations affected once the ticket offices are closed?

[The Mayor](#)

All self-service ticket vending machines across the London Overground network are in the process of being upgraded or replaced to significantly increase the range of ticket options available. The majority of tickets currently sold in ticket offices will be available from the upgraded machines. Staff are also being trained to help customers buy the tickets they need.

There are also a number of stations distributed across the network where no changes to ticket offices are currently proposed. Any proposed changes at these stations would be subject to a separate consultation.



## **Electronic Cigarettes**

**Question No: 2018/2778**

[Unmesh Desai](#)

Is the advertisement of electronic cigarettes permitted on TfL property?

[The Mayor](#)

The Committee of Advertising Practice (CAP) guidance states that advertisements for nicotine-containing e-cigarettes not licensed as medicines are permitted on outdoor posters and on sides of buses. TfL follows this guidance when assessing e-cigarette advertisements on its estate.

## **Gale Street Safety Measures**

**Question No: 2018/2779**

[Unmesh Desai](#)

Could you advise of the prospective start and completion date of the proposed safety measures by TfL/RMS at the junction of the A13 and Gale Street which were recommended by TfL over a year ago?

[The Mayor](#)

The improvements planned by Transport for London (TfL) and RMS Ltd. at the junction of the A13 and Gale Street are due to start this autumn and to be completed by the end of 2018.

Initial work was completed earlier this year, including renewing the road marking arrow to improve driver lane discipline and cleaning drainage on the slip road to ensure water does not collect on road surfaces. The remaining work will include:

- Moving lamp posts
- Installing a new traffic sign on the approach of the junction to improve driver visibility -  
Removing some trees from their current location on the approach and replacing at a more suitable site in the area
- Installing a pedestrian guardrail to guide pedestrians to the designated crossing facilities.

## **Barnet Council**

### **Question No: 2018/2780**

[Andrew Dismore](#)

Have you read the report by Grant Thornton into the alleged regeneration fraud at Barnet Council? What were your conclusions, and what do you think the impact will be on regeneration in Barnet?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

I have not read the report. From my understanding of its content, however, it will clearly have an immediate financial impact. The council must deal with it correctly to ensure it will not have a negative impact more broadly on future regeneration plans.

## **Barnet Council food waste collections**

### **Question No: 2018/2781**

[Andrew Dismore](#)

Barnet Council has now voted to suspend separate food waste collections, despite your comments at last Mayor's Question Time. What action have you, or do you, propose to take as a result?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

I opposed Barnet Council's original decision to terminate its food waste service. My London Environment Strategy is very clear that all boroughs should offer separate food waste collections by 2020 and it is right that Barnet Council, after discussions with the GLA, has now agreed that there will only be a temporary suspension to the food waste collection service and that it will reinstate the service in line with this requirement.

My officers have been working with Barnet Council's officers to ensure that their action is in line with the requirements of my London Environment Strategy. They have also agreed to my suggestion that they undertake an independent review of their recycling collection services to establish where greater efficiencies and improvements to services could be made. Having taken legal advice I have, albeit reluctantly, therefore agreed that the service be temporarily suspended.

My officers will continue to work with Barnet Council to ensure that the review is undertaken in line with the agreed timeline, and that the Council is taking all steps to reinstate the service by 2020 at the very latest.

## **Whistle-blowers**

**Question No: 2018/2782**

[Andrew Dismore](#)

Reports suggest that Whistle-blowers are being sacked, threatened with violence, or blacklisted for trying to shed light on life-threatening malpractice in the construction trade: what will you do to support such workers in London?

[The Mayor](#)

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

## **Cycling Grand Tours**

**Question No: 2018/2783**

[Andrew Dismore](#)

In view of the continuing success of British riders in the three cycling Grand Tours of 2018, and the willingness of the Grand Tour organisers to hold stages out of their home countries (for example the Giro holding stages in Israel this year) what steps are you taking to attract one of the tours, preferably the Tour de France, to hold a stage or stages of their race in London?

[The Mayor](#)

I want to ensure we continue to attract world class sporting events to London. Over the last five years London has hosted Ride London, which now holds UCI World Tour status. My officials have also met with relevant organisers to explore the possibility of bringing more world class cycling sporting events to the capital. A meeting was held with the Amaury Sports Organisation (ASO), the owners of the Tour de France in February 2017. At that meeting it became clear that there was significant damage caused to London's relationship with the ASO by the withdrawal of the bid to host the 2017 Grand Depart. This decision to withdraw was taken on Friday 18 September 2015 and communicated formally in writing to the ASO on Saturday 19 September 2015.

Despite this, we continue to engage with the ASO.

## **Impact of Brexit**

**Question No: 2018/2784**

[Andrew Dismore](#)

What is your present assessment of the impact of Brexit on London?

[The Mayor](#)

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

### **Written response from the Mayor received 24/10/2018**

It will depend on the nature of the final Brexit deal, but the independent economic analysis conducted by Cambridge Econometrics found that leaving the EU Single Market and/or Customs Union will have a detrimental effect on London's growth, jobs and investment. The worst-case 'no deal' scenario is predicted to result in 87,000 fewer jobs and the capital's economic output could be two per cent lower by 2030 than if we had remained in the EU.

I have asked the London Resilience Forum - the partnership responsible for ensuring London's preparedness in the event of emergencies - to establish the impact of a no-deal Brexit on critical areas like food supply and transport. A high-level report of their analysis will be published soon.

## **Brexit and workers' rights**

**Question No: 2018/2785**

[Andrew Dismore](#)

Does Brexit pose a threat to workers' rights in London and how will you ensure that businesses in London continue to put in place good working practices?

[The Mayor](#)

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

### **Written response from the Mayor received 24/10/2018**

It will depend on the nature of the final Brexit deal and how the Government responds to the challenges Brexit creates. I will oppose any race to the bottom in terms of taxation, regulation or workers' rights.

I will soon launch my Good Work Standard; which will set a benchmark of employment practices and encourage and support London's employers to meet it.

A London.gov.uk webpage is also in development that will signpost Londoners to the most up-to-date and accurate information about their employment rights; and the steps they can take to enforce them.

## Pay (1)

**Question No: 2018/2786**

[Andrew Dismore](#)

Please provide the most recent figures for real terms median and average pay in London. If possible, please provide this data by borough for 2016 and 2017.

[The Mayor](#)

The data is available from the ONS Annual Survey of Hours and Earnings (ASHE). The table below provides this information. ASHE covers employee jobs in the United Kingdom. It does not cover the self-employed, nor does it cover employees not paid during the reference period.

Notes:

1. Annual estimates are provided for the tax year that ended on 5th April in the reference year. They relate to employees on adult rates of pay who have been in the same job for more than a year.

2. Caution needs to be exercised when interpreting data in real values as the data has been deflated by the CPI at the national level rather than the regional level

3.. Please note that some of the data for some authorities are more accurate than others. In order to check the accuracy please refer to coefficients of variation:  
<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/earningsandworkinghours/datasets/placeofworkbylocalauthorityashetable7>

## Pay (2)

**Question No: 2018/2787**

Andrew Dismore

How does London's real terms pay compare to other regions of the UK?

The Mayor

The data is available from the ONS Annual Survey of Hours and Earnings (ASHE). The table below provides this information. ASHE covers employee jobs in the United Kingdom. It does not cover the self-employed, nor does it cover employees not paid during the reference period.

Table: Annual pay - Gross (£) - For full-time employee jobs: United Kingdom and broken down by region - Real values (2016=100)

Notes:

1. Annual estimates are provided for the tax year that ended on 5th April in the reference year. They relate to employees on adult rates of pay who have been in the same job for more than a year.
2. Caution needs to be exercised when interpreting data on Annual pay in real values as the data has been deflated by the CPI at the national level rather than the regional level.

## Childcare

**Question No: 2018/2788**

Andrew Dismore

What assessment has been made so far of the impact of the roll out of 30 hours of free childcare in London?

The Mayor

Earlier this year I commissioned a report that looked at the challenges of early years funding in London [www.familyandchildcaretrust.org/childcare-and-early-education-funding-london](http://www.familyandchildcaretrust.org/childcare-and-early-education-funding-london)

In September 2018, the Department for Education published their evaluation of the first year of the rollout of 30-hours free early education. [www.gov.uk/government/publications/30-hours-free-childcare-final-evaluation-of-the-national-rollout](http://www.gov.uk/government/publications/30-hours-free-childcare-final-evaluation-of-the-national-rollout) This report collected evidence from 12 Local Authorities (LAs), including two in London.

We will continue to request London data on the 30 hours free early education roll-out from the Department for Education.

## **Childcare costs**

### **Question No: 2018/2789**

[Andrew Dismore](#)

Please can you provide the data on the average cost of childcare in London, each year since 2010? Can this be broken down by London borough if possible?

[The Mayor](#)

The data is available from the Childcare Survey by Coram Family and Childcare for various types of childcare.

The table below provides this information for weekly childcare costs, for 25 hours of nursery or childminder services, and 15 hours at an after-school club. The survey does not provide an average cost of childcare in London.

Table: Weekly cost of childcare, by type of childcare, London, 2010-2018

Notes: for some years figures are a simple average of reported figures for inner and outer London

From the 2017 survey all children have been entitled to some free early years education

The published report is available at [Childcare Survey and Holiday Childcare Survey](#). The data is not publicly available by borough.

## **Brexit and airports**

### **Question No: 2018/2790**

[Andrew Dismore](#)

What conversations have you had with London airports about the threat to airplanes not being able to fly in the event of a no-deal Brexit? What impact will this have on London's economy?

[The Mayor](#)

Aviation plays a vital role in ensuring that London is open for business. The unparalleled connectivity that the London airports system offers underpins the city's economic growth and prosperity. Disruption of international travel would cause great harm to our city and the wider UK economy, potentially affect thousands of jobs and damage London's thriving tourism industry

It is imperative that every effort is made to ensure that aviation connectivity is not undermined in a post-Brexit scenario. I have previously raised this issue with the Secretary of State for Exiting the European Union, both in person and in writing. My officers have discussed the issue with London's airports, who have also been active in raising this issue in both at the national and international level.

No-one wants to see disruption to flights. It is incumbent on Government to ensure that, working with our international partners, sufficient contingency measures are in place to safeguard our air links in the event of us leaving the European Union.

## **Business rates**

**Question No: 2018/2791**

[Andrew Dismore](#)

What analysis has been undertaken to assess the impact of the rise of business rates on London's businesses?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

The GLA continues to monitor the impact of the 2017 business rates revaluation and has jointly funded a report with the Federation of Small Businesses and Camden Town Unlimited which examined its impact on small and medium sized firms in London including proposing reforms to the small business rate relief scheme which we continue to encourage the Government to review. The revaluation has been the biggest driver of the unsustainable increases in business rates bills faced by London businesses in recent years.

As a direct result of the revaluation business ratepayers in London have seen their rates bills increase by over £1.2 billion before potential losses for appeals. These increases have been phased in for smaller and medium sized properties but the Government's aggressive phasing out of the transitional relief scheme resulted in several thousand larger ratepayers with rateable values above £100,000 seeing increases in their actual bills of nearly 50 per cent overnight.

The impact of the increases, however, varies significantly across London by borough and sector. Businesses in Hackney and Islington for example saw average rises in bills or more than 40 per cent before transition but by contrast many firms in outer London saw much smaller rises. Across the West End the office sector typically saw limited changes whereas average rises for retailers and the businesses linked to the night time economy exceeded 50 per cent with the total business rates paid by Oxford Street retailers alone increasing from £160 million to nearly £250 million last year. Such huge increases are not what business - and particularly the retail sector - needs in the current climate.

Prior to the new valuations being introduced I lobbied successfully with the London Business community and London Councils using analysis prepared jointly with the business sector to persuade Ministers to amend the transitional relief scheme which phases in increases in bills. This concession will save London businesses around £90 million over four years.

I also welcomed the limited additional relief schemes announced by the Chancellor in his March 2017 Budget which included specific support for pubs, SME's losing



eligibility for small business rate relief and a local discretionary relief scheme.

I will continue to push for the administration of business rates to be fully devolved to London government prior to the next revaluation in 2021 similar to the arrangements already in place in Scotland, Wales and Northern Ireland. It would be possible to mitigate the impact of future revaluations more effectively if the Government fully devolved decisions over business rates to the Mayor and London boroughs. The Scottish Government has recently introduced major reforms to the tax north of the border following the Barclay review and we need the same powers in the capital, so we can redesign the business rates system in a way which reflects London's unique circumstances.

The Chancellor announced yet another temporary relief scheme in the Budget on 29 October to support retailers, but this will only apply for two years. Also due to the £51,000 qualifying rateable value threshold put in place it will offer limited help to hard-pressed retailers and other businesses linked to the night-time economy in central and inner London where rents are higher.

The time for short term tinkering at the edges and temporary fixes has long since passed. The Government needs to take some firm action on business rates or alternatively pass responsibility to local government so that it can make the reforms needed.

### **'People's Vote' on Brexit**

**Question No: 2018/2792**

[Andrew Dismore](#)

Your support for a 'People's Vote' on Brexit is welcome; what have you been doing to campaign for this to take place?

[The Mayor](#)

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

## **Migration Advisory Committee [1]**

**Question No: 2018/2793**

[Andrew Dismore](#)

What would the effect of the Migration Advisory Committee recommendations on EU migration be on London's economy, if implemented?

[The Mayor](#)

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

### **Written response from the Mayor received 24/10/2018**

Some Migration Advisory Committee (MAC) recommendations could severely damage London's economy. Particularly the end of freedom of movement, and the restriction of businesses' access to lower skilled workers. The MAC has not fully considered the strong contribution of European workers in certain industries, particularly the construction, accommodation and food sectors; where they are more likely to earn less than the £30,000 salary threshold recommended by the MAC.

The MAC's lack of proposals in some areas are also a cause for concern. For example, how to ensure the post-Brexit immigration system is suitable for self-employed European workers, who play a vital role in some of London's fastest growing sectors.

## **Migration Advisory Committee [2]**

**Question No: 2018/2794**

[Andrew Dismore](#)

Research by the IPPR suggests that the recent proposals from the Migration Advisory Committee would have a dramatic impact on the UK's labour force and on employers in that 70% of potential EU migrants would be excluded. What would the effect of this be on London's economy?

[The Mayor](#)

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

### **Written response from the Mayor received 24/10/2018**

While no specific analysis in relation to this piece of work by IPPR has been carried out, as noted in my response to Mayor's Question 2018/2793, some Migration Advisory Committee (MAC) recommendations could severely damage London's economy. Particularly the end of freedom of movement, and the restriction of businesses' access to lower skilled workers. The MAC has not fully considered the strong contribution of European workers in certain industries, particularly the construction, accommodation and food sectors; where they are more likely to earn less than the £30,000 salary threshold recommended by the MAC.

The MAC's lack of proposals in some areas are also a cause for concern. For example, how to ensure the post-Brexit immigration system is suitable for self-employed European workers, who play a vital role in some of London's fastest growing sectors.

## **TfL responses**

### **Question No: 2018/2795**

[Andrew Dismore](#)

Are you satisfied with the time it takes TfL to respond to Members' questions and to case work enquiries?

[The Mayor](#)

Transport for London (TfL) receives around 1,700 pieces of correspondence from London Assembly Members per year, and anywhere between 140 and 200 Mayor's Questions per round. This is given a very high level of priority within the organisation.

TfL has a service level agreement with the London Assembly to respond to correspondence within 20 working days. However, in recent months, TfL has not always met deadlines, which is not acceptable.

I have asked TfL to take urgent action to address the issue of overdue correspondence and Mayor's Questions. Improvements have now been implemented to improve response times and a significant proportion of the overdue cases has now been dealt with. I will continue to monitor this closely.

## **Taxicard choices for disabled passengers**

### **Question No: 2018/2796**

[Andrew Dismore](#)

As some disabled passengers are not always able to afford taxi fares, is it possible to provide Taxicard users with a choice between a taxi and a minicab?

[The Mayor](#)

Although Transport for London (TfL) provides most funding for the Taxicard scheme, the scheme itself is managed by London Councils on behalf of the London boroughs and the City of London.

Currently, over 90 per cent of journeys provided by the Taxicard scheme are by taxi and around 10 per cent by private hire vehicles (PHVs), commonly referred to as minicabs. It is possible for a Taxicard user to have a choice between the two types of vehicle, but unlike taxis, only a small proportion of PHVs are wheelchair-accessible, and availability depends on the fleet mix of the scheme supplier.

TfL and London Councils recognise that fares are a barrier for some members and a maximum capped fare is being proposed for the Taxicard scheme, equivalent to the price of that same journey undertaken by a PHV within the scheme.

## **Disability access to buses**

**Question No: 2018/2797**

[Andrew Dismore](#)

Some bus passengers in non-motorised wheelchairs find bus services difficult to use. Are there any design changes that can be accommodated in new London buses that would make access easier?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

Yes. Transport for London (TfL) is reviewing existing bus design, including opportunities for increasing the wheelchair space and the internal layout, to ease movement and improve safety. One proposed change to the current vehicle specifications is to encourage bus operators to have buses with wheelchair bays up to two metres, rather than the current 1.6 metres, where seating layouts allow. Some buses already meet this standard including the new electric buses on routes 507 and 521.

The new specification will make it easier for non-motorised wheelchair users to get in and out of the bay. The size of the bay needs to strike a balance with seating in the lower deck, as some people have difficulty standing and need to sit for part or all of their journeys.

Additionally, 95 per cent of bus stops in London are now wheelchair accessible. This means that kerb heights are appropriate to the height of the bus, there is no street furniture to block the use of the bus ramp and buses are able to access the kerb.

23,000 London bus drivers have also recently participated in dedicated customer service training including modules on customer interaction and better meeting the needs of disabled and older customers, and wheelchair users.

## **East Finchley main junction**

**Question No: 2018/2798**

[Andrew Dismore](#)

How many fines have been issued for cars crossing at the junction of East Finchley High Road, Fortis Green and East End Road after the lights have turned red in the last 5 years?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

The MPS have no record of any red light offences being reported at the stated junction.

## **Tube noise complaints [1]**

**Question No: 2018/2799**

[Andrew Dismore](#)

How many outstanding complaints in terms of a) number of sites and b) number of individual complaints are there concerning tube noise, broken down by line?

[The Mayor](#)

There are currently 236 ongoing complaints, across 64 sites.

Bakerloo line: 2 (ongoing complaints)

Central line: 27

District: 19

Hammersmith & City: 9

Jubilee: 15

Metropolitan: 4

Northern: 114

Piccadilly: 3

Victoria: 43

Transport for London (TfL) aims to resolve all Tube noise complaints as soon as possible. TfL has a specialist team of noise experts within its customer contact centre that logs residents' complaints, keeps regular contact and updates them on how, and when, the issue is expected to be resolved.

TfL will continue to do all it possibly can to minimise noise and limit disruption to residents living above or close to the Tube

## **Tube noise complaints [2]**

**Question No: 2018/2800**

[Andrew Dismore](#)

Please list the sites of outstanding tube noise complaints.

[The Mayor](#)

There are ongoing complaints at the following sites:

West Finchley to Finchley Central

Warren Street to Oxford Circus

Kennington Loop

Bethnal Green to Liverpool Street

Victoria to Pimlico

South Wimbledon to Morden

Walthamstow Central to Blackhorse Road

Baker Street to Bond Street

Wanstead to Leytonstone

Bond Street to Green Park

Camden Town to Euston

Golders Green to Hampstead

Kennington to Oval

Southfields to Wimbledon Park

Barbican to Moorgate

Vauxhall to Stockwell

Earl's Court to High Street Kensington

Colliers Wood to South Wimbledon

Blackfriars to Temple

Highbury & Islington to King's Cross

Oval to Stockwell

Finchley Central to East Finchley

Newbury Park to Gants Hill

Highgate to Archway

### **Tube noise complaints [3]**

**Question No: 2018/2801**

[Andrew Dismore](#)

How long do you consider it reasonable for residents to wait for a valid tube noise complaint to be resolved?

[The Mayor](#)

Transport for London (TfL) aims to resolve all Tube noise complaints as soon as possible. TfL has a specialist team of noise experts within its customer contact centre that logs residents' complaints, keeps regular contact and updates them on how, and when, the issue is expected to be resolved.

There are many sites across the London Underground network where, due to the age of the track infrastructure and current technology, it is not always possible to reduce the noise levels to the standards that residents would like.

TfL will continue to do all it possibly can to minimise noise and limit disruption to residents living above or close to the Tube.

### **Tube noise complaints [4]**

**Question No: 2018/2802**

[Andrew Dismore](#)

For how long has the resident(s) with the longest outstanding valid tube noise complaint waited for it to be resolved?

[The Mayor](#)

Transport for London's (TfL's) longest ongoing complaint was received in November 2015 and relates to the Kennington Loop on the Northern Line. Track improvement works including joint removals were carried out in December 2016. TfL advises that it has further worked to resolve the issue but that at this site, the age of the track infrastructure and the limits of existing technology mean it has not been possible to reduce the noise levels to standards residents would like.

The issue has been raised at the Kennington Green Community Liaison Group, as part of TfL's engagement on the Northern Line Extension project. TfL is in the process of setting up a further meeting with local residents to discuss the issue further.

## **Tube noise complaints [5]**

**Question No: 2018/2803**

[Andrew Dismore](#)

What action, and when, is being taken to address the noise complaints of residents between Kentish Town and Tufnell Park living near the Northern Line, who have suffered from noise for well over a year?

[The Mayor](#)

Transport for London (TfL) installed vibration resilient track fastenings in this area in July 2017, which reduced noise at nearby properties (in some cases by over 10 decibels).

Any residents in this area - or elsewhere on the London Underground network - who suffer from an increase in Tube noise should contact the TfL Customer Service Centre, so their complaint can be fully investigated. This can be done by sending an email to [customerservice@tfl.gov.uk](mailto:customerservice@tfl.gov.uk)

## **Tube noise complaints [6]**

**Question No: 2018/2804**

[Andrew Dismore](#)

How much has Transport for London spent so far on tube noise remediation?

[The Mayor](#)

Transport for London (TfL) spends approximately £150 million on general rail track improvements every year, and much of this work results in reductions in rail noise.

Additionally, since 2016/17, TfL has had an annual £1 million budget for the development of bespoke rail noise reducing technology, such as resilient track fastenings.

## **Tube noise complaints [7]**

**Question No: 2018/2805**

[Andrew Dismore](#)

It seems that the so called resilient track fixings to reduce noise, for which Transport for London say the lifespan is 10 years, may not last as long. It is known in Germany that they only last two years and some residents now have increasing noise levels again after only 9 months of the fixings. Will you look into whether these fixings are the best and most cost-effective way to reduce tube noise?

[The Mayor](#)

Transport for London (TfL) constantly reviews modern technology and works with suppliers and academia to ensure it is working with the best possible noise reducing equipment.

TfL has been installing resilient track fastenings for over two years and has not observed any increasing noise levels.



## **Tube noise complaints [8]**

**Question No: 2018/2806**

[Andrew Dismore](#)

Bearing in mind the number of complaints about tube noise, from areas that have never before had a problem, are linked to Transport for London's move from timber sleepers to concrete slabs, which are not proving maintenance free and are also one of the major causes of the increased noise levels, will you look again at this policy?

[The Mayor](#)

Transport for London's (TfL's) Deep Tube track renewals, which started in the mid 2000s and involved installing concrete sleepers, did lead to an increase in groundborne noise in some areas. TfL has since developed a much greater understanding of the causes of and solutions to noise and vibration.

Detailed consideration of noise and vibration now takes place prior to carrying out development of new rails. TfL has not installed concrete sleepers in Deep Tube tunnels for over three years.

## **Tube noise complaints [9]**

**Question No: 2018/2807**

[Andrew Dismore](#)

In a previous answer on tube noise, you said 'TfL continues to work alongside industry and academia to further understand noise and vibration and to trial new products and solutions.' Please give further details of work being done in industry and academia on this; and bearing in mind that the noise has been caused in the main due to the shift to 'new products', i.e. concrete sleepers and flat profile rail, will you have a moratorium on the installation of concrete sleepers, until a proper solution to the noise generated is found?

[The Mayor](#)

As set out in my answer to Mayor's Question 2018/2806, Transport for London (TfL) has not installed concrete sleepers in Deep Tube tunnels for over three years.

Currently, TfL is working with universities and suppliers to develop vibration reducing products and improve our knowledge of noise propagation. Outputs from these workstreams include rail dampening technology, which will be trialled next year. Other work in this field includes the use of resilient track fastenings for rails, and an improved understanding of groundborne vibration and the effect of basement excavations.

## **Tube noise complaints [10]**

**Question No: 2018/2808**

[Andrew Dismore](#)

Do you think it is right that Transport for London (TfL) base their decisions on noise mitigation on their view that their drivers and fare-paying passengers, who may suffer a minimum additional period of inconvenience, should be prioritised over those residents that have a constant disbenefit, for example in Fitzrovia? Whilst TfL consider they have a solution to the problem (the Pandrol system), they are refusing to implement it due to tunnel noise affecting passengers.

[The Mayor](#)

Transport for London (TfL) is required to balance the interests of all groups affected by Tube noise, including local residents, customers and members of staff, and it is not the case that other groups are prioritised over local residents.

TfL continues to do all it possibly can to minimise Tube noise for residents. TfL recently carried out noise reduction work around Fitzrovia, and this work was completed in August 2018. This included replacing several rail fixings and, carrying out grouting to fill gaps between sleepers. Rail grinding was also carried out on the northbound track to address a short patch of rail corrugation.

TfL is now investigating whether it is possible to extend the use of rail track fastenings in this area, and I have asked that TfL's officers keep you updated on this work.

## **Tube noise complaints [11]**

**Question No: 2018/2809**

[Andrew Dismore](#)

A constituent has reported to me that they tried to log a tube noise complaint with Transport for London (TfL). By phone, they eventually got through to the complaint number. They were kept waiting for 10 minutes and as soon as they were no 1 in the queue an officer spoke to them and immediately they were disconnected. They tried again and after hearing for most of 20 minutes that they were 3rd in the queue they gave up. Online, they found it very difficult to find the appropriate section to register the noise complaint. It keeps assuming the complaint refers to a journey. However, eventually they went along with this and registered the complaint but are not confident it was actually logged. Do you agree that TfL's complaint system is clearly not a smooth one and needs to be made more user friendly?

[The Mayor](#)

Transport for London's (TfL's) website was amended in 2016 to make it easier for customers and residents to get in touch, with a link to a dedicated "Help & contacts" page displayed on TfL's homepage.

Residents are able to choose a separate "Noise and Vibration" category when contacting TfL about a Tube related enquiry or complaint or get in touch with Customer Service Centre by telephone.

Since the start of 2018/19, the TfL Customer Service Centre has handled just under 150,000 calls, with an average wait time of under three minutes. Waiting times do vary depending on the time of day and will be longer during incidents such as service disruptions.

I have asked that TfL officers contact you to get further details about the constituent and ensure that their details have been logged correctly.

## **Tube noise site visits**

**Question No: 2018/2810**

[Andrew Dismore](#)

I have been trying to organise several site visits with Transport for London (TfL) for several months now to look at serious tube noise problems which have not been remediated despite lasting for a considerable time, in one case for over 2 years. All I get is a TfL run around. Will you instruct TfL to stop prevaricating on tube noise issues and set up such site visits as soon as possible?

[The Mayor](#)

I understand that you met with officers from Transport for London (TfL) and residents of Kentish Town in July 2018 to discuss Tube noise. I am also told that TfL has been in touch with your office and you are meeting next month near Finchley Central to discuss Tube noise.

## **Swiss Cottage gyratory**

**Question No: 2018/2811**

[Andrew Dismore](#)

How many a) fatal b) serious injury and c) minor injury road collisions have there been in each of the last 5 years at Swiss Cottage gyratory on the A41; and in each case, how many were sustained by i) cyclists and ii) pedestrians?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

For the five years to 31 December 2017, which is the latest finalised figures available, there were 57 personal injury collisions recorded at the Swiss Cottage gyratory, four serious and 53 slight. There were no fatalities recorded in this time period.

These collisions resulted in 85 people being injured including five pedestrians, who were all recorded as slightly injured, and twelve pedal cyclists, one seriously injured and eleven slightly injured.

Swiss Cottage is one of London's most intimidating junctions, creating an unwelcoming environment for people wanting to walk or cycle and avoided by many people on foot or on a bike.

Both Transport for London and I remain committed to improving safety as soon as possible, implementing proposals that will help to protect all road users and significantly improving the area for residents, visitors and businesses.

The London Assembly's report Hostile Streets recommended that TfL should look beyond just collision data and consider the potential to increase walking and cycling when selecting junctions to improve. I agree and our Vision Zero approach is targeting infrastructure improvements where the perception of road danger, rather than solely the number of casualties, is highest.

## **303 and 305 bus routes (1)**

**Question No: 2018/2812**

[Andrew Dismore](#)

Do you agree with Transport for London's decision to merge the 302 and 305 bus routes, with the outcome that the most deprived ward in Barnet, Burnt Oak, loses most of its bus service, whilst better off wards benefit from an improved service?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

I do agree with Transport for London's (TfL's) decision, which followed a public consultation, to merge bus routes 303 and 305 to run as a single new route (303) between Kingsbury Circle and Edgware via Colindale and Mill Hill. This was to better match capacity to demand for buses in the area while maintaining a good frequency.

I do not agree that Burnt Oak has lost most of its bus services. While sections of Deansbrook Road and Orange Hill Road have lost a lower-frequency service in the 305, the high-frequency route 302 still serves both of these, with buses every 8 minutes during Monday to Saturday daytimes and every 12 minutes during evenings and Sundays. The revised routing of the route 303 removed some of the duplication in links with route 302, which is running with spare capacity. All roads previously served continue to be served by a bus service.

TfL estimates that the changes mean that around 320 customers per day are required to change buses to complete journeys between Honey Pot Lane/Princes Avenue and Burnt Oak station/ Broadway. My Hopper fare will ensure that no passengers incur additional costs for making these journey changes.

Changes to the bus network can cause inconvenience for some passengers. Transport for London keeps the bus network under constant review, and the effects of any service changes are regularly assessed to understand if further adjustments are needed.

## **303 and 305 bus routes (2)**

**Question No: 2018/2813**

[Andrew Dismore](#)

Do you consider TfL's consultation to merge the 302 and 305 bus routes, which was not widely publicised in any event, was conducted fairly, bearing in mind that the most deprived ward in Barnet, Burnt Oak, with a high proportion of elderly and BAME residents, and with a lower than average access to private cars and to IT to enable a response to the consultation, has lost out as a result?

[The Mayor](#)

The consultation for these changes received 514 responses, including 493 from members of the public and 21 from affected stakeholders. Transport for London's (TfL's) analysis of the responses does not show a lack of responses from the Burnt Oak area. The feedback received raised lots of different issues, which TfL carefully considered before making its decision.

While TfL is confident that this change benefits a large number of passengers in the area while delivering services more efficiently, changes to the bus network can clearly cause inconvenience for some passengers. TfL keeps the bus network under constant review, and the effects of any service changes are regularly assessed to understand if further adjustments are needed.

## **303 and 305 bus routes (3)**

**Question No: 2018/2814**

[Andrew Dismore](#)

Are you aware that there is now a one-mile gap between bus stops on the 303 route from Bunns Lane to the RAF Museum and that this change was not part of the TfL consultations with regards to bus routes? There are many people that need the Field Mead bus stop, including less mobile pensioners, mothers with small children, and schoolchildren coming back from school. Will you arrange a new bus stop near Field Mead, Grahame Park?

[The Mayor](#)

Bus route 303 is currently on a temporary diversion which means it is not able to serve Field Mead or Corner Mead. This is because the Council are making changes to the road layout. These changes are planned for November 2018 and, once completed, the diversion will be removed.

Unfortunately, as there is no footway on the diversion route along Grahame Park Way, temporary bus stops cannot be installed.

I hope that this situation will be resolved very shortly.

## **West Hampstead underground station**

**Question No: 2018/2815**

[Andrew Dismore](#)

I understand that 3 feasibility studies have been done by 3 Mayors into a lift at West Hampstead underground station and they all indicate that a lift could be put on the left side of the ticket area where the male washroom is situated. Will you publish the most recent feasibility study; and if not why not?

[The Mayor](#)

A study is currently underway at West Hampstead station to investigate the feasibility of installing a lift. This feasibility study will complete in early 2019.

This will be used to progress and support discussions between Transport for London (TfL), London Borough of Camden and local stakeholders on step free access opportunities at the station.

I have asked TfL to share the findings with you. The output from the study will also be used to support discussions with resident groups and the local community to ensure they understand how plans at the station will develop.

## **Golders Green transport hub**

**Question No: 2018/2816**

[Andrew Dismore](#)

Coaches and buses passing through Golders Green transport hub have increased air pollution by concentrating large numbers of petrol and diesel buses and coaches in the area. As there is no longer enough room in the bus station some coaches bound for central London stop at the southbound bus stop in Golders Green Road, and belch out fumes, sometimes directly into the bus shelter, while the driver unloads luggage. On the gyratory system at the junction of the North End Road, Golders Green Road and the Finchley Road the system grinds to a halt when too many coaches and buses leave or arrive in the area and buses and coaches have to queue to leave the bus station while waiting for traffic lights to change and the gyratory system to clear. What can you do to reduce this air pollution?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

There has not been a recent increase in buses and coaches using Golders Green bus station.

Transport for London (TfL) are in the process of retrofitting thousands of buses and replacing older vehicles to meet the ULEZ standard, which will be required London wide for heavy vehicles (including buses and coaches) from October 2020. The ULEZ standard is based on the latest Euro VI standard, which reduces harmful NOx emissions by up to 95%. Many newer buses are also fitted with technology to turn off the engine automatically when stationary for more than a short period.

There can be seasonal holidays when coach numbers peak, which adds to congestion in this area. However, the bus station is staffed during the busiest morning and afternoon times to ensure drivers do not idle engines and use the space efficiently. I have asked TfL to remind staff at bus stations to ensure they address idling when they see it. Of course, if you there are any specific instances you know of where more needs to be done, I will ask TfL to follow these up.

TfL will also liaise with its coach operators about luggage unloading, although coach operator employees are normally on site at the busiest times to help passengers leave vehicles promptly and minimise queuing.



## **Pedestrian casualty hot spots**

**Question No: 2018/2817**

[Andrew Dismore](#)

With reference to MQ 2018/2223 can you break down the figures for pedestrian casualties (2014-16) into killed, seriously injured and slightly injured?

[The Mayor](#)

The information provided in MQ2018/2817 - Appendix A is a simple rank of the number of pedestrian casualties by injury severity, junction and London Assembly constituency, for the 10 junctions with the highest number of pedestrian casualties per constituency for the three-year period 2014 to 2016. A number of the locations identified in Appendix A will be addressed by the Safer Junctions programme and are either complete, in development or planned.

## **Affordable care homes**

**Question No: 2018/2818**

[Andrew Dismore](#)

With reference to Question 2017/1795, your answer said: "Work is underway looking into the subject of specialist older people's housing for the London Plan review, and the indicative annualised strategic benchmarks targets for Boroughs will be updated."

Has this review been concluded, and if so what is the outcome and what are the borough targets?

[The Mayor](#)

**The work has been concluded and forms part of the draft London Plan's evidence base. Draft London Plan policy H15 - 'Specialist older persons housing' contains policy requirements for boroughs to work positively and collaboratively with providers to identify sites that may be suitable for specialist older persons housing, taking account of local and strategic housing needs information and the indicative benchmarks set out in Table 4.4 of the draft plan.**

**Table 4.4 contains annual borough benchmarks for specialist older persons housing (C3) 2017-2029.**

## **Policing in Burnt Oak**

**Question No: 2018/2819**

[Andrew Dismore](#)

Anti Social Behaviour and street drinking in Burnt Oak around the station is getting worse. What additional resources can be dedicated to ensure the area enjoys safer and quieter evenings?

[The Mayor](#)

Operational activity to address antisocial behaviour and street drinking began on 8 October. From 15 October, a deep clean will be undertaken and the North Side of Watling Ave will be gated. There will be a delay for the South side due to ownership of the wall.

The PSPO will become active in October 2018 for a period of 2 years and will be coupled with Licensing inspections, HMO licensing inspections, Police SNT patrols to enforce the PSPO and waster enforcement. There has also been a community protection warning served on COCO garage and STUCCO and extra parking enforcement on Market Lane.

## **Brexit and policing**

**Question No: 2018/2820**

[Andrew Dismore](#)

How much is being spent by the Met Police on preparing for potential disorder, conducting threat assessments and preparing for all possible outcomes from Brexit, especially a no-deal Brexit?

[The Mayor](#)

In relation contingency planning and preparation for public order scenarios around Brexit, there are a number of officers conducting work in this area as part of their existing responsibilities. None of these officers are dedicated to Brexit work full-time, therefore the Met are unable to quantify the time spent on this issue.

No overtime or other costs have been incurred at this moment.

## **101 calls**

**Question No: 2018/2821**

[Andrew Dismore](#)

What is the average time taken by the Met Police to answer a 101 call for each of the last 3 months?

[The Mayor](#)

The average time taken by the Met Police to answer a 101 call for each of the last 3 months (in seconds) is:

July 2018 - 469.00

August 2018 - 162.00

September 2018 - 106.59

## **Screening out investigations**

**Question No: 2018/2822**

[Andrew Dismore](#)

How many a) burglaries and b) robberies have been screened out for investigation by the Met in each of the last 6 months; and what are the comparator figures for the same 6-month period last year and the year before?

[The Mayor](#)

Please see attached Mayor's Question 2018/2822 - Appendix A. The requested data regarding the volume of crimes that have been screened out, by month and by major and minor crime type. It should be noted that this is the current screening decision and that this can change several times during an investigation. Each crime recorded by police undergoes a primary investigation as per the MPS standard operating procedures.

## **Police ward panels [1]**

**Question No: 2018/2823**

[Andrew Dismore](#)

Is membership of police ward panels confidential; and if so why?

[The Mayor](#)

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

**Written response from the Mayor received 01/11/2018**

Membership of MPS Ward Panels are not confidential.

## **Police ward panels [2]**

**Question No: 2018/2824**

[Andrew Dismore](#)

What criteria apply to people wishing to join a police ward panel; what is the selection or election process; are there limits on numbers; and if so what are they?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

Ideally, the socio-demographic characteristics of the ward panel should broadly reflect that of the ward, ensuring representatives of the nine Equality Act protected characteristics. Panel should be made up of local people who live and/or work in the area and have a close connection with the area, with an ideal size of 15-20

The ward panel may also benefit from the involvement of the local ward councillor who can observe the process and contribute their local knowledge of problems. To increase participation of young people there should be more use of innovative engagement methods and better use of social media.

## **transgender hate offences**

**Question No: 2018/2825**

[Andrew Dismore](#)

A report by the think-tank Demos and researchers at Sussex University has found that victims of transgender hate offences in London are being silenced because the Met's system for recording hate [crime](#) data only has the categories man and woman for gender thus failing to capture the offences properly because officers are not able to input whether either the victim or the perpetrator was from a transgender or "non-binary" background. Do you agree that recording system should be updated and if so what will you do about it?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

As outlined in my Police and Crime Plan, I have pledged to take a zero-tolerance approach to hate crime in all its forms and I will continue to encourage individuals to report hate crimes, both offline and online.

The report you refer to raises the issue of the Metropolitan Police Service's current methods of flagging transgender hate crimes. My Victim's Commissioner for London chairs a quarterly Hate Crime Board which routinely considers reports and updates of this nature. The MPS also sit on this board and is reviewing their hate crime recording data with a view to considering what changes could be made to improve the recording process to reflect victims and suspects who identify as transgender or non-binary. This work and the Demos report will be considered at the next meeting of the London Hate Crime Board in December 2018.

## **'Falcon' police team**

**Question No: 2018/2826**

[Andrew Dismore](#)

Reports suggest that the Met's specialist 'Falcon' police team dedicated to fighting fraud and online bank scams has been disbanded. Is this correct and if so, why, bearing in mind the extent of on line and other frauds?

[The Mayor](#)

The MPS is re-designing its Specialist Crime teams in order to respond flexibly to meet the highest threat, harm and risk. The new design includes Organised Crime and Trident commands becoming four geographically based Specialist Crime Hubs and a Central Specialist Crime Team encompassing Vulnerability, Economic Crime, and Cyber. Within Economic Crime, there will be two strands: Central Economic Crime Functions and Economic Crime Hubs. The Economic Crime Hubs will perform the function of the Falcon Complex, Volume Fraud and the Criminal Finance Teams. Within the new Specialist Crime model; Cyber Prevent, Protect Prepare now sits under a newly created Centre of Excellence, which will link across both Cyber and Economic crime and ensure a joined-up approach to national, local and industry partnership agreements.

## **Wembley Stadium**

**Question No: 2018/2827**

[Andrew Dismore](#)

Bearing in mind that the Greater London Authority contributed £21 million towards the costs of building Wembley stadium, what are your views of the FA's scheme to sell the stadium; and will you seek to reclaim the GLA's outlays from any sale proceeds?

[The Mayor](#)

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

### **Written response from the Mayor received 24/10/2018**

Since you tabled your question, Mr Shahid Khan has withdrawn his offer to buy Wembley stadium.

## **Grenfell public inquiry**

**Question No: 2018/2828**

[Andrew Dismore](#)

Counsel to the Grenfell public inquiry, Richard Millett QC, has called on the London Fire Brigade (LFB) to lay out their actions since the Grenfell Tower fire to help the inquiry chairman decide whether to recommend urgent fire safety measures: will you urge the LFB to do so?

[The Mayor](#)

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

### **Written response from the Mayor received 24/10/2018**

As a Core Participant in the Grenfell Tower Public Inquiry, London Fire Brigade (LFB) has been actively assisting the Inquiry since it began in May. The Chair has directed LFB to serve a position paper setting out the actions that they have already taken to address matters of public safety raised by the fire, the rationale behind them, and what if any further steps they intend to take. This paper will be served on the inquiry by 26 October and will assist the Chair in formulating interim recommendations which are anticipated to be made following a hearing in January or February 2019.

## **Stay put advice after Grenfell (1)**

**Question No: 2018/2829**

[Andrew Dismore](#)

Research from the British Woodworking Federation indicated that 72% of people who live in flats would flee their block in the event of a fire, even if the official advice from London Fire Brigade was to stay put. What work are you and the LFB doing to reassure people that this policy is still fit for purpose if that is the case?

[The Mayor](#)

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

### **Written response from the Mayor received 24/10/2018**

It is understandable following the tragic Grenfell Tower Fire that residents' confidence in building safety has been shaken. London Fire Brigade (LFB) are working with local authorities and housing providers to reassure residents and check the general fire precautions in buildings. Where LFB has concerns about a building's ability to support a Stay Put strategy, alternative arrangements are in place and residents advised. For the majority of buildings, Stay Put remains the advice. I have urged government to do more to ensure all high rise residential properties with suspected ACM cladding engage with the testing process so that those residents get the same reassurance.

## **Stay put advice after Grenfell (2)**

**Question No: 2018/2830**

[Andrew Dismore](#)

The London Fire Brigade has witnessed mass non-compliance with stay-put before, for example in the aftermath of the Lakanal House fire. What work is the LFB doing to protect the public and firefighters in the event of unplanned simultaneous evacuations of tall buildings?

[The Mayor](#)

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

### **Written response from the Mayor received 24/10/2018**

Residents' confidence in building safety has been shaken by the Grenfell Tower Fire and there have been instances of self-evacuation by residents when fires have occurred in high rise premises. London Fire Brigade (LFB) has responded to that by increasing the number of fire engines that attend these incidents to ensure sufficient resources are immediately available to manage issues such as this. In addition, LFB are continuing to check the general fire precautions in buildings and provide advice and assurance to building owners and residents. The advice on Stay Put has not changed.

## **Long-term monitoring of Grenfell firefighters' health**

**Question No: 2018/2831**

[Andrew Dismore](#)

Firefighters who served in the 9/11 response in New York have developed lung diseases and cancers that may have been made more likely by their exposure to toxic chemicals from the fire. What discussions have you had with the London Fire Brigade, National Health Service, Health and Safety Executive and any other relevant bodies, regarding the establishment of a long-term health monitoring programme for firefighters exposed to toxic chemicals in fires like Grenfell?

[The Mayor](#)

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

### **Written response from the Mayor received 24/10/2018**

The welfare of our firefighters is of paramount importance. The respiratory health of firefighters is examined throughout a firefighter's career during their routine periodic medicals, which also involves a specific asbestos health surveillance component. In addition, the London Fire Brigade has initiated discussions with researchers at Imperial College to undertake independently funded research into the effects of the Grenfell Tower fire on the respiratory health of those firefighters that attended the incident.

## **London Brexit resilience summit**

**Question No: 2018/2832**

[Andrew Dismore](#)

Will you provide a list of attendees at the London Brexit resilience summit on 16 September, and publish minutes and any other records of topics discussed and decisions made?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

76 representatives participated in the summit on 17th September, representing the full range of sectors that make up the London Resilience Partnership responsible for ensuring London's preparedness in the event of emergencies. There were representatives from; Central Government, Emergency Services, London Local Authorities, Health, Business, Transport, Utilities Voluntary and Faith Sectors the Greater London Assembly, Environment Agency and Military.

The discussions were based on the Chatham House Rule to enable open and honest discussion between agencies and therefore there are not any minutes or transcripts of the discussions. I have asked the London Resilience Forum, the Partnership's executive board, to establish the impact of a no-deal Brexit. The London Resilience Forum published their initial assessment on 25 October 2018.



## **Emergency services staff travel into London**

**Question No: 2018/2833**

[Andrew Dismore](#)

Are you satisfied with the adequacy of plans to enable emergency services staff who live outside London to be able to return to duty in the capital to respond to events of the types covered by the London Resilience Forum?

[The Mayor](#)

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

### **Written response from the Mayor received 24/10/2018**

The London Resilience Forum conducted a survey of the Emergency Services and other responders in 2017. The feedback showed that responders did not consider the question of where staff live to be an issue affecting their response to a major incident. They reported that their business continuity and other plans ensure that they have the staff in place to meet their needs in an emergency. These plans are kept under review.

## **LFB staff outside London**

**Question No: 2018/2834**

[Andrew Dismore](#)

How many London Fire Brigade a) operational b) control and c) Fire and Rescue staff live outside Greater London? Please provide this figure by rank as absolute numbers and as a percentage.

[The Mayor](#)

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

### **Written response from the Mayor received 24/10/2018**

The information requested for London Fire Brigade staff is as follows:

- a) 2568 operational staff live outside of Greater London which equates to 54.97 per cent of the total operational workforce.
- b) 51 control staff live outside of Greater London which equates to 43.97 per cent of the total control workforce.
- c) 234 Fire and Rescue staff live outside of Greater London which equates to 29.25 per cent of the total FRS workforce.

## **Affordable rents for London Fire Brigade employees**

**Question No: 2018/2835**

[Andrew Dismore](#)

Please indicate what percentage of a London Fire Brigade qualified firefighter's pay the average private rent in each London borough would cost.

[The Mayor](#)

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

### **Written response from the Mayor received 24/10/2018**

The salary for a competent firefighter is £35,271, inclusive of London weighting. The average rent in London until March 2018 was £16,800. The average rent as a percentage of the competent firefighter's pay would therefore be 48 per cent, though this would also vary between each borough.

## **Learning from Kensington and Chelsea's response to the Grenfell Tower Fire**

**Question No: 2018/2836**

[Andrew Dismore](#)

What changes have been made to procedures for responding to an event that overwhelms the capacity of one borough to respond, since the Grenfell Tower fire on 14 June 2017?

[The Mayor](#)

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

### **Written response from the Mayor received 24/10/2018**

Following the Grenfell Tower Fire, London Councils commissioned an independent peer challenge - 'London Local Government's Collective Resilience Arrangements - Independent Peer Challenge'. The review was conducted by Tom Riordan (Chief Exec Leeds Council) and Mary Ney (Ex Chief Exec Royal Borough of Greenwich). The peer challenge, and a subsequent legal review of the arrangements, concluded that the arrangements were fit for purpose in their intention. Local Authorities have developed an extensive work programme to further develop procedures in light of learning from 2017 with a specific emphasis on capacity, capability and standardisation. In addition Local Authorities are establishing a long term assurance regime to provide a rigorous review of resilience arrangements.

## **London borough resilience plans**

**Question No: 2018/2837**

[Andrew Dismore](#)

What assessment have you made through the London Resilience Forum of each borough's own resilience plan?

[The Mayor](#)

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

### **Written response from the Mayor received 24/10/2018**

The LRF has taken part and continues to take part in the national assurance mechanisms (Resilient Capabilities Survey and more recently a pilot of the new Resilience Standards) that review the collective assurance of the partnership. The Local Authorities' Panel is represented at the Local Resilience Forum. It has carried out its own assurance process to satisfy itself of the arrangements for some years of the borough's individual resilience plans. The Panel commissioned an independent peer challenge of its arrangements following the Grenfell Tower Fire and other incidents of 2017 and is implementing a revised long term assurance system to provide a rigorous review of resilience arrangements.

## **Review group for London's drought strategy**

**Question No: 2018/2838**

[Andrew Dismore](#)

In your response to my question "Drought preparedness (2)" in September 2018, you referred to a project group overseen by the London Resilience Forum reviewing the drought strategy. Which organisations are participating in this project group and what are their terms of reference?

[The Mayor](#)

The London Resilience Partnership project group convened to oversee the review of the London Resilience Drought Framework includes as core members: Thames Water, Affinity Water, Essex and Suffolk Water, SES Water, the Environment Agency, London local authorities, the Greater London Authority, London Fire Brigade, MHCLG Resilience and Emergencies Division, NHS England (London), Public Health England and the London Resilience Group. The full range of Partnership organisations were consulted on the recommendations arising from the Strategic Coordination Summit on severe drought (27 April 2018) and will be consulted as part of the capability review process.

The terms of reference include the aim: To review the London Drought Response Framework to ensure that London has in place the necessary strategic framework to respond effectively to the risk of drought. The review will take into consideration the recommendations contained in the report of the London Strategic Coordination Summit on Severe Drought (27th April 2018).

## **RE:FIT and RE:NEW for cooling**

**Question No: 2018/2839**

[Andrew Dismore](#)

You informed me in September 2018 that RE:FIT and RE:NEW funding can be used for cooling systems in buildings, and that overheating risk advice has been integrated. Can you provide figures for how many applications were made for changes with the purpose and / or effect of increasing the efficiency of building cooling, and how many of these applications were successful. Please provide figures for 2016, 2017 and 2018 to date.

[The Mayor](#)

RE:NEW and RE:FIT provide technical assistance on energy efficiency to housing providers and public-sector organisations respectively, rather than funding the improvements directly. This technical assistance includes stock assessment, project development, business case development and procurement guidance. The primary focus of both programmes, as stipulated by the Key Performance Indicators mandated by their original funding agreements (European Investment Bank for RE:NEW and European Regional Development Fund for RE:FIT) and GLA targets, is to reduce energy use and save carbon.

However, as overheating in both homes and workplaces is a growing concern, these programmes have developed advice to help mitigate against this risk.

Three RE:NEW-supported organisations requested that their projects undergo a full retrofit Technical Risk analysis from 2016 to 2018. One organisation subsequently utilised advanced ventilation in their project, primarily to improve indoor air quality but also to mitigate against overheating risk (cooling systems, rather than ventilation, are uncommon in the retrofit of homes).

Of the RE:FIT projects supported from 2016 to 2018, none have involved efficiency improvements to building cooling.

These reflect projects specific to cooling. General advice on reducing overheating risk is included as part of the broader programmes, including through advice provided in toolkits. In addition to these programmes, updated guidance on overheating is being developed to be issued alongside the new London Plan.

## Police outside London

### Question No: 2018/2840

[Andrew Dismore](#)

How many Metropolitan Police a) officers b) control and c) other staff live outside Greater London? Please provide this figure by rank as absolute numbers and as a percentage.

[The Mayor](#)

Please see the table below. In total, 47% of the Metropolitan Police Service (MPS) workforce (55% of our officers) live outside the Greater London area.

	Total Strength	Living outside Greater London	% Living outside Greater London
Police Officer	29,685	16,327	55.00%
Police Staff	8,691	2,651	30.50%
PCSO	1,236	320	25.86%
MSC	2,046	440	21.51%
Total	41,658	19,737	47.38%

## Brexit impact on TfL: Eurostar

### Question No: 2018/2844

[Florence Eshalomi](#)

Nathalie Loiseau, the Minister for European Affairs, said it was "correct" that both trains and planes from the UK would be barred without an exit agreement. What effect would the closure of Eurostar have on London, both in terms of transport services and the wider tourism industry?

[The Mayor](#)

The Government is responsible for securing a Withdrawal Agreement with the European Union and the ability of Eurostar to continue to operate services in the way they do currently will be impacted should an Agreement not be signed.

Clearly, anything that disrupts Eurostar's links to Europe is extremely unwelcome. A no-deal scenario would lead to disruption of international travel and would cause great harm to our city and the wider UK economy, and potentially affect thousands of jobs and damage London's thriving tourism industry.

I'm determined to make sure London is ready for any outcome and TfL is developing its own contingency plans to ensure the transport system remains resilient.

## **Brexit impact on TfL: Aviation**

### **Question No: 2018/2845**

[Florence Eshalomi](#)

When the UK leaves the European Common Aviation Area there will no longer be a right to fly between the UK and the EU or the various countries the EU has an Air Service Agreement with, such as the USA. What effect would this have on London given that about 60 per cent of UK air passengers land in Europe?

[The Mayor](#)

See my answer to Mayor's Question 2018/2790

## **Brexit impact on TfL: Staffing**

### **Question No: 2018/2846**

[Florence Eshalomi](#)

What proportion of staff at Transport for London (TfL) and its contractors are EU citizens? What effect have you modelled on TfL and its contractors' ability to recruit appropriate staff, should EU workers be expected to meet the working requirements non-EU citizens face, such as level of income or qualifications?

[The Mayor](#)

Approximately 6 per cent of TfL staff. I know Transport for London (TfL) is committed to supporting its staff who are EU citizens and has established a European Staff Network Group offering guidance and advice on Brexit.

TfL constantly monitors its recruitment policies and its ability to attract skilled talent. It will continue to do so alongside discussions with its contractors.

## **Brexit impact on TfL: Capital Investment Costs**

**Question No: 2018/2847**

[Florence Eshalomi](#)

How much of Transport for London's capital investment is spent in the EU, for example buying train parts from Germany? Have you modelled what the extra costs will be in a no deal Brexit, in terms of increased tariffs and custom costs for these products?

[The Mayor](#)

Transport for London (TfL) has a broad supply chain, including some based in the European Union, such as Remontowa Shipbuilding S A, a Polish company manufacturing the new vessels for the Woolwich ferry, and suppliers providing important components for rolling stock, such as Kirow Ardelt and Stadler Pankow. In 2017, TfL spent £32m on goods directly from the EU, which equates to 0.6 per cent of TfL's expenditure with suppliers.

TfL's exposure to tariffs is mainly indirect through UK companies in TfL's supply chain being charged tariffs on goods they import from the EU. A no deal Brexit and WTO rules could mean the extra costs of tariffs being reflected in higher tender prices by suppliers in future.

In 2017, TfL spent approximately £2bn on goods and services with companies that are owned or headquartered in the EU, but operate in the UK through UK-incorporated subsidiaries. The extent to which these companies are exposed to supply chain risk, tariffs and border controls is not yet clear.

TfL will continue to assess the potential risks in more detail and work with its suppliers to develop contingency plans in the event of no deal.

## **Brexit impact on TfL: Services**

**Question No: 2018/2848**

Florence Eshalomi

What services do Transport for London currently buy from the EU and what effect will a no deal Brexit have on those companies and individuals supplying those services?

The Mayor

Transport for London (TfL) has a broad supply chain, including some based in the European Union, such as Proventia Emission Control, a Finnish company fitting components to reduce nitrogen oxides emissions from buses, and Mdv Mentz Datenverarbeitung, who support Journey Planner and the bus scheduling system.

In 2017, TfL spent £10m, on services directly from EU companies. This figure may change depending on the outcome of procurements currently in progress. Currently, TfL's exposure to tariffs is mainly indirect, by companies in TfL's supply chain being charged tariffs on goods they import from the EU and not in relation to services.

In 2017, TfL spent approximately £2bn on both goods and services with companies that are owned or headquartered in the EU, but operate in the UK through UK-incorporated subsidiaries. The extent to which these companies are exposed to the risks of a hard Brexit is not yet clear.

TfL will continue to assess the potential risks in more detail and work with its suppliers to develop contingency plans in the event of no deal.

## **Brexit impact on TfL: Passenger Demand & Income**

**Question No: 2018/2849**

Florence Eshalomi

Transport for London [points towards](#) economic factors, including the uncertainty of Brexit, to explain the downturn in demand for public transport. If Brexit happens without a deal what effect will that have on demand for public transport and TfL's income?

The Mayor

Economic uncertainty and barriers to trade, tourism and business will clearly have an impact on demand for public transport. Transport for London (TfL) is currently working on its next Business Plan and will stress-test this against a variety of scenarios, including a no-deal Brexit. It's impossible to predict the precise impacts of a no-deal Brexit which is why I urge the Government to conclude a deal as quickly as possible.



## **Brexit impact on TfL: Advertising**

**Question No: 2018/2850**

Florence Eshalomi

Transport for London [believe](#) that Brexit will not affect advertising income. Do you agree with them?

The Mayor

Transport for London (TfL) is currently working on its next Business Plan and will stress-test this against a variety of scenarios, including a no-deal Brexit. It's impossible to predict the precise impacts of a no-deal Brexit which is why I urge the Government to conclude a deal as quickly as possible. Barriers to trade, tourism and business will clearly have an impact on demand for public transport.

## **Brexit impact on TfL: Property**

**Question No: 2018/2851**

Florence Eshalomi

Do you believe house prices will fall after a no deal Brexit and what effect, if any, will it have on Transport for London's income from property development?

The Mayor

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

### **Written response from the Mayor received 01/11/2018**

TfL's property development programme is increasingly focussed towards securing long-term rental income as opposed to receipts from capital sales. TfL is also delivering 50 per cent affordable housing across its portfolio. As a consequence, the programme is much less susceptible to any short term impact that a no deal Brexit may precipitate.

## **Fire Safety Assessments (1)**

**Question No: 2018/2852**

Florence Eshalomi

How many fire safety assessments have been carried out by London Fire Brigade across Lambeth following the fire at Grenfell Tower?

The Mayor

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

### **Written response from the Mayor received 24/10/2018**

Between 15 June 2017 and 11 October 2018 London Fire Brigade (LFB) officers carried out 478 audits in the London Borough of Lambeth. It is the responsibility of the person who controls a premises to carry out a fire risk assessment and this key document is something LFB officers look at during an audit.

## **Fire Safety Assessments (2)**

**Question No: 2018/2853**

[Florence Eshalomi](#)

How many fire safety assessments have been carried out by London Fire Brigade across Southwark following the fire at Grenfell Tower?

[The Mayor](#)

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

### **Written response from the Mayor received 24/10/2018**

Between 15 June 2017 and 11 October 2018 London Fire Brigade (LFB) officers carried out 327 audits in the London Borough of Southwark. It is the responsibility of the person who controls the premises to carry out a fire risk assessment and this key document is something LFB officers look at during an audit.

## **Fire Safety**

**Question No: 2018/2854**

[Florence Eshalomi](#)

What is the current guidance on the London Fire Brigade's Stay Put Policy?

[The Mayor](#)

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

### **Written response from the Mayor received 24/10/2018**

Stay Put advice is not a London Fire Brigade (LFB) policy, it is national guidance which has not changed and which LFB works within. There are some high rise residential premises in London where interim arrangements have been put in place, including a temporary move to a simultaneous evacuation whilst work is undertaken to remove cladding and/or improve the general fire precautions. In these instances, residents are advised of the change and wardens are in place 24/7 to support the revised evacuation strategy.

## London's Diversity

**Question No: 2018/2855**

[Nicky Gavron](#)

Your draft London Plan says, "1.1.2 London is one of the most diverse cities in the world, a place where everyone is welcome. 40 per cent of Londoners were born outside of the UK, and over 300 languages are spoken here. 40 per cent of Londoners are from Black, Asian and Minority Ethnic (BAME) backgrounds, and the city is home to a million EU citizens." Do you expect the number of EU citizens in the capital to change due to Brexit and what effect would any change have on your draft London plan policies?

[The Mayor](#)

The overall impact of Brexit remains uncertain and will depend on the eventual Brexit deal. But I have been clear that people didn't vote to leave the EU to make themselves poorer, to watch their businesses suffer, to have NHS wards understaffed, to see the police preparing for civil unrest or for our national security to be put at risk if our cooperation with the EU in the fight against terrorism is weakened.

I am absolutely committed to ensuring that London will continue to remain open and welcoming to all international citizens, including EU citizens.

Effective planning requires the monitoring of policy implementation and of the underlying data and evidence. If there are significant demographic changes as a result of Brexit, and analysis suggests those changes are likely to persist, then, as has always been the case, my strategic and spatial plans would be reviewed at the appropriate time to take account of those changes.

## European Union legislation obligations of the United Kingdom

**Question No: 2018/2856**

[Nicky Gavron](#)

You have made the following minor amendment to your draft London Plan. You have replaced "0.0.6 In drawing up the new London Plan, the Mayor has also had regard to: All relevant European Union legislation and policy instruments like the European Spatial Development Perspective" with "0.0.6 In drawing up the new London Plan, the Mayor has also had regard to: All relevant European Union obligations of the UK". Can you explain what led you to make this amendment?

[The Mayor](#)

The amendment has been suggested for clarity, as Section 41(5) (a) of the GLA Act 1999 refers to 'obligations'. The removal of 'like the European Spatial Development Perspective' is to ensure that regard is given to all relevant obligations, rather than referring specifically to one piece of legislation.

## **London's Economy (1)**

**Question No: 2018/2857**

[Nicky Gavron](#)

Your draft London Plan says, "1.4.13 Britain's exit from the European Union will put new pressures on London's economy, and the need to strengthen and diversify London's business base will become ever-more important. Doing so in a way that spreads London's success more equitably will be an important part of delivering Good Growth." What pressures on London's economy have you identified and how are you seeking to mitigate them?

[The Mayor](#)

The independent Brexit analysis I commissioned from Cambridge Econometrics, and published earlier this year, highlighted what impact different Brexit scenarios could have on London and the UK economy. Any new tariff and non-tariff barriers to trade with the EU, or restrictions in businesses' access to European workers after Brexit, will have a big impact on London's potential growth and investment.

My Economic Development Strategy, due to be published at the end of the year, sets out my plans for strengthening and diversifying London's business base. These proposals are important to ensure that London can remain a leading global city for businesses in the face of Brexit. Once the final detail of the UK's future relationship with the EU becomes clear, I will review the need for additional, shorter term interventions to address the specific challenges posed by leaving the EU.

## **London's Economy (2)**

**Question No: 2018/2858**

[Nicky Gavron](#)

Your draft London Plan says, "1.4.13 Britain's exit from the European Union will put new pressures on London's economy, and the need to strengthen and diversify London's business base will become ever-more important. Doing so in a way that spreads London's success more equitably will be an important part of delivering Good Growth." How are you planning to strengthen and diversify London's business base?

[The Mayor](#)

My Economic Development Strategy, due to be published at the end of the year, sets out my plans for strengthening and diversifying London's business base. The strategy sets out how I will support the sectors that are key to a fairer and more sustainable future economy for London, and how I will ensure London continues to provide the conditions to support this future growth - from the provision of infrastructure to skills, access to finance, international trade and business support. This is reflected in my draft London Plan, which sets out policies to provide sufficient space in the right locations for businesses to grow, to support town centres and industrial areas, and to allow the provision and protection of a range of low-cost workspace.

## **Air Quality Focus Areas**

**Question No: 2018/2859**

[Nicky Gavron](#)

Your draft London Plan says, "9.1.8 Air Quality Focus Areas (AQFA) are locations that not only exceed the EU annual mean limit value for nitrogen dioxide (NO<sub>2</sub>) but are also locations with high human exposure. AQFAs are not the only areas with poor air quality but they have been defined to identify areas where currently planned measures to reduce air pollution may not fully resolve poor air quality issues. There are currently 187 AQFAs across London (Figure 9.1). The list of Air Quality Focus Areas is updated from time to time as the London Atmospheric Inventory is reviewed and the latest list in the London Datastore should always be checked." What effect, if any, will Brexit have on the UK's annual mean limit value for nitrogen dioxide?

[The Mayor](#)

Depending on how Brexit happens there is a real risk that existing NO<sub>2</sub> limit values will not be met by 2025, the Government's current committed date for achieving compliance.

While Government has said they want to maintain current environmental standards, their recent lack of ambition on air pollution does not inspire confidence. The Government have been taken to court three times already and lost every time because of their approach. So, we must be vigilant that standards are not weakened and ensure that there is an effective enforcement framework and watchdog in the UK after we leave the EU to ensure that government is doing everything it can to protect and clean up our dangerously polluted air and protect the health of citizens.

## **Emissions Limits**

**Question No: 2018/2860**

[Nicky Gavron](#)

The Definitions section of your draft London Plan says, "incineration The controlled burning of waste in the presence of sufficient air to achieve complete combustion. Energy is usually recovered in the form of electric power and/or heat. The emissions are controlled under EU Directive 2000/76/EC. This Directive also applies to other thermal treatment processes such as pyrolysis and gasification, so the term incineration may be applied to a wider range of thermal waste treatment processes." Do you expect emissions limits to change due to Brexit and what effect would any change have on your draft London plan policies?

[The Mayor](#)

The Government has committed to initially retain current European guidance on "Best Available Techniques" (BAT) and emissions limits post Brexit, whether there is a deal or no deal.

In the longer-term Government may choose to redefine "UK BAT". In my response to the Government's recent consultation on their Air Quality Strategy I said that this must not lead to a "race to the bottom" or attempts to lower our standards below those of the EU.

I have also been clear that London should be prioritising recycling over incineration of waste. If London achieves the reduction and recycling targets set out in my London Environment Strategy and draft London Plan, it will have sufficient energy from waste capacity to manage London's non-recyclable municipal waste with plants that are already built or being built. So, there should be no need for more incineration in London other than what has already been built or approved.

## **Habitat Conservation**

**Question No: 2018/2861**

[Nicky Gavron](#)

The Definitions section of your draft London Plan says, "Special Areas of Conservation Designated under the EC Habitats Directive (1992), areas identified as best representing the range and variety within the EU of habitats and (non-bird) species". Do you expect the designation criteria to change due to Brexit and what effect would any change have on your draft London plan policies?

[The Mayor](#)

The European Union (Withdrawal) Act 2018 ensures that the EC Habitats Directive and the EC Birds Directive which govern the designation of and protection for Special Areas of Conservation and Special Protection Areas are transposed into UK law following Brexit. Consequently, it is not expected that there will be any substantive effect on my London Plan policies during the period of the Examination in Public and adoption of the plan.

However, subsequent changes to the provisions of both Directives will depend on the outcome of the proposed transition period and the decisions of the UK Government, and the High Court. To ensure that the highest environmental standards are maintained, I have called for the government's proposed 'environmental watch-dog', which will be created through the new Environment Act, to have adequate powers and resources. I have also called for the government to guarantee that the EU's key environmental safeguarding principles, including the polluter pays, environmental rights for citizens and the precautionary principle will continue to be applied.

## **Kiosk Permitted Rights**

**Question No: 2018/2862**

[Nicky Gavron](#)

Will you be supporting Camden and Westminster's desire for the Government to review permitted development rights for telephone kiosks that they say are leading to a plethora of unsightly advertising?

[The Mayor](#)

I am aware that both the London Borough of Camden and Westminster City Council have received a significant number of applications for prior approval for the installation of telephone boxes over the past two years. I have asked my officers to contact these boroughs to explore this issue further.

## **Brownfield Land**

**Question No: 2018/2863**

[Nicky Gavron](#)

The Environmental Industries Commission report, Building on Brownfield, made five recommendations: Make Building Control a meaningful component of the broader brownfield remediation regulatory system; Increase resources for local authority contaminated land functions; Enhance Land Remediation Tax Relief; Standard conditions; Tougher fines. What are your thoughts on the recommendations and do you share the concerns raised in the report around the management of contaminated land?

[The Mayor](#)

I was very interested to read the report's recommendations. Brownfield land plays a crucial role in accommodating London's development needs sustainably. It is essential that where land is contaminated that this can be brought back into use safely. I share the view that a key part of this is having the resources and training for local authorities so that the regulatory system can be enforced, including a strengthened role for Building Control Officers. I also support tougher fines for those who break the rules.

## **W3 Bus Route**

**Question No: 2018/2865**

[Joanne McCartney](#)

Residents have been consistently highlighting the poor running of this route over a number of years. Various explanations have been used for this over the past year. What will be done to ensure this route improves?

[The Mayor](#)

The London Borough of Haringey is currently carrying out a programme of street improvement works around White Hart Lane. Unfortunately, this improvement work has affected the W3 bus route.

During these works, Transport for London (TfL) introduced a temporary schedule on bus routes in the area while a diversion was in place. Following the end of the diversion, TfL has maintained a revised schedule while further works continue.

TfL has advised me that delays are expected until summer 2019, when the London Borough of Haringey expect work to be completed at White Hart Lane.

TfL is working with the operator to manage any unpredictable delays to the W3 and ensure the service is as good as possible for the people who rely on it.



## **Intimate Theatre, Enfield**

**Question No: 2018/2866**

[Joanne McCartney](#)

The Intimate Theatre in Enfield is currently at risk of closure. As one of the few remaining local theatres, will your Culture at Risk office look into what assistance they can provide in this case?

[The Mayor](#)

Thank you for raising the case of the Intimate Theatre in Enfield. Small theatres like the Intimate Theatre are a vital part of London's cultural ecology, they nurture creative talent, foster community cohesion and keep London's talent pipeline flowing.

My Culture at Risk officer is in contact with the local community and the Theatres Trust, the national advisory public body for theatres, about this case and is contacting Enfield Council and the owners of the theatre to establish what action can be taken to keep the theatre open.

## **TfL Toilet Charging**

**Question No: 2018/2867**

[Joanne McCartney](#)

Further to MQ 2018/0913, has TfL completed the review of the current charges on public toilets at their stations? If so, what was the outcome?

[The Mayor](#)

Transport for London's (TfL) review of toilets is in progress. TfL expects it to be completed in November and will be in touch with your office to share post-review proposals.

## **Moorgate Step-Free Access**

**Question No: 2018/2868**

[Joanne McCartney](#)

Residents have asked me to enquire if the Northern Line platforms will become step-free at Moorgate when the Elizabeth Line opens?

[The Mayor](#)

Yes, the new combined ticket hall at Moorgate will provide step free access to the Northern line platforms.

Customers will be able to take a lift from the new ticket hall to a new link tunnel that connects with the existing Northern line platforms via a second set of lifts.

The new combined ticket hall at Moorgate will also connect directly to the Liverpool Street Elizabeth line ticket hall, linking Moorgate and Liverpool Street stations.

## **Moorgate Train Information**

**Question No: 2018/2869**

[Joanne McCartney](#)

Currently commuters accessing platforms 9 & 10 from the Northern Line escalators at Moorgate Station have no indication which platform to access as train destination information is only available once on the platforms. This leads to congestion in the small area at the top of the escalators as commuters move back and forth looking for their correct train, particularly during evening peak hours. Is it possible to install live platform information in this area to resolve this issue?

[The Mayor](#)

I have asked Transport for London (TfL) to investigate what options may be appropriate as soon as possible. A digital display may help but there may be other ways of tackling congestion that are more effective. I have asked TfL to inform you of the outcome of this process.

## Step-Free Tube Stations

Question No: 2018/2870

[Joanne McCartney](#)

Are you able to provide an updated list of the tube stations which are due to be made step-free and a timeline for when they are likely to be delivered?

[The Mayor](#)

Transport for London (TfL) is improving accessibility on the Tube by making more stations step-free. As part of this effort, I am investing an unprecedented £200m to deliver the largest boost to accessibility in the Tube's history.

Currently 74 Tube stations have step-free access. By 2022, the total will surpass 100 stations with 40 per cent of the Tube network step-free, a significant increase on the current level of 27 per cent.

The timeline is as follows:

- 2018/19: Newbury Park, Bank (Waterloo & City line), Victoria, Finsbury Park
- 2019/20: Amersham, Harrow-on-the-Hill, Cockfosters, Mill Hill East, Osterley, South Woodford, Burnt Oak, Debden, Hanger Lane, Ickenham, Northolt, Sudbury Hill, Wimbledon Park, Paddington (Bakerloo line)
- 2020/21: Knightsbridge, Nine Elms (Northern Line Extension), Battersea Power Station (Northern Line Extension)
- 2021/22: Bank (Northern line), Colindale, Boston Manor, North Ealing, Snaresbrook, Park Royal, Rickmansworth, Ruislip
- 2024/25: Elephant & Castle (Northern line)

Subject to funding and permissions: Camden Town and Holborn

All stations on the Elizabeth line will have step-free access. This includes the new stations in central London currently being built by Crossrail Ltd, and existing stations in east and west London, currently served by TfL Rail, that will become part of the line.

## **Road Traffic Accidents on The Ridgeway, Enfield**

**Question No: 2018/2871**

[Joanne McCartney](#)

Can you provide a year by year breakdown of the number of road traffic collisions on The Ridgeway in Enfield, specifically the 50mph section from the M25 to the 30mph zone at Botany Bay, for the past three years, specifically:

1. the number of injuries, level of severity and the number of fatalities
2. the cause of collision and whether speed was a factor

[The Mayor](#)

For the three years to end December 2017, which is the latest finalised figures, two personal injury collisions have been recorded within the Ridgeway 50mph section that is in Greater London. Both of these collisions were recorded as slight, with one occurring in 2015 and one in 2017. Speed was not a contributory factor in these collisions, with one collision being recorded as loss of control the other as a driver being careless, reckless or in a hurry. Both collisions resulted in slight injury to car occupants.

I am also aware of a road traffic collision that took place on the Ridgeway in September 2018 which tragically resulted in a fatal injury to a car occupant. The police undertake detailed analysis of all fatal collisions on London's roads and Transport for London do not yet have detailed information from the police to confirm if speed was a contributory factor in this collision.

## **Improving eye health through Mayoral programmes**

**Question No: 2018/2872**

[Onkar Sahota](#)

In response to the Health Committee's work on sight loss we were pleased to see commitments in the Health Inequalities Strategy that mayoral health programmes such as Healthy Early Years and Healthy Schools London will include signposting to eye health services. Please could you provide an update on what work is being undertaken on eye health through these programmes? Please could you also set out how you will ensure that eye health is considered in a) the refresh of the Healthy Workplace Charter, b) the development of the Good Work Standard and c) your plans to make London a dementia-friendly city?

[The Mayor](#)

Through Healthy Schools London and Healthy Early Years London, schools and early years settings guide parents/carers to access information, support and advice on health and wellbeing. This includes all elements of the Healthy Child Programme including vision screening and eye health, which are delivered by commissioned services or school nursing teams.

The Healthy Workplace Charter's health and safety standard requires employers to demonstrate they are compliant with health and safety legislation. This covers eye health, such as protective eye wear, safe use of display screens, plus free eye tests for all staff who qualify. During the refresh of the charter we will ensure this focus is maintained.

I'm keen to build on existing good practice in eye health for Londoners affected by dementia. For example, Specsavers teams across London have become Dementia Friends. London's Dementia Clinical Network is looking at ways to link optometry and memory services to advise on best practice for people with visual impairment and improve referral pathways in London NHS trusts.

## **London Brexit dashboard**

**Question No: 2018/2873**

[Onkar Sahota](#)

Last month you reported that Health Education England and the London Workforce Board are developing a London Brexit Dashboard and working with London's NHS trusts on mitigation measures in a range of potential Brexit scenarios for NHS staff. What mitigation measures do you foresee and when will these be deployed?

[The Mayor](#)

As I said last month, I remain very concerned about the potential impact of Brexit on the capital, and particularly about the risk of a 'no-deal' Brexit.

I understand from HEE that they expect to publish their dashboard next month and that thereafter they will be engaging NHS trusts on potential mitigation measures.

I would expect trusts to be building on work already underway to recruit and retain staff from local communities. I would also expect them to explore options for recruiting from the European Economic Area and the rest of the world in a range of possible post-Brexit immigration scenarios.

## **Using data for preventative health and social services**

**Question No: 2018/2874**

[Onkar Sahota](#)

What actions are you taking to coordinate, support and regulate the use of big data for predictive work in delivering health and social services by public bodies in London?

[The Mayor](#)

'Big data' as a force for good in health and social care has enormous potential. Greater computer power, combined with machine learning, supports more accurate prediction models which will enable earlier prevention and diagnosis. Existing data combined with new data sources - e.g. from 'smart' devices - will support service improvements, diagnostic tools and more personalisation.

I also want to ensure the use of big data and analytics is subject to robust challenge, with strong ethical, governance and regulatory frameworks to ensure transparency and public confidence. My support for the planned London Office of Technology and Innovation will help boroughs make data sharing agreements and build capacity and expertise in data science, and my health and digital teams are fully engaged in the work of London Health and Care Digital Partnership Board.

## **Ambulance call outs to one-day festivals**

**Question No: 2018/2875**

[Onkar Sahota](#)

Are you aware of what the cost is to the London Ambulance Service of call outs to one-day festivals held in London's parks in 2017 and 2018 to date?

[The Mayor](#)

I understand from the London Ambulance Service that when attending incidents at one-day festivals in London's parks, LAS records the location and information about the patient's condition. It does not record details of the event the patient has attended.

It is not therefore possible for LAS to provide accurate costing for its attendance at one-day festivals held in London's parks.

## **Energy drink sales to under 18s**

**Question No: 2018/2876**

[Onkar Sahota](#)

Will you be responding, and if so what will be the direction of your response, to the Government's consultation on banning the sale of energy drinks to under 18s?

[The Mayor](#)

Duncan Selbie, chief executive at Public Health England, has said: "Children do not need energy drinks to get through the day - they offer nothing more than unnecessary sugar. Restricting the sale of these drinks is another bold step needed to turn the tide on childhood obesity."

I fully support that position and have asked the London Child Obesity Taskforce - which launched on Wednesday 17th October - to respond to the consultation.

## **Cognitive impact of air pollution**

**Question No: 2018/2877**

[Onkar Sahota](#)

A recent study from Beijing suggests air pollution harms cognitive functioning. What support can you give to residents of London's most polluted areas to both reduce the air pollution and overcome the health impact?

[The Mayor](#)

The Beijing study is one of hundreds of scientific studies and reports in recent years which demonstrate the terrible impact of air pollution over the course of our lives.

I am working with Public Health England and the wider health community to empower Londoners, particularly the most disadvantaged and vulnerable, to reduce exposure to poor air quality. I'm doing this by improving information Londoners receive via an improved alerts system and expanding our monitoring capability with a new hyper local sensor network. In schools I have delivered 50 air quality audits to identify practical measures to reduce emissions and reduce exposure.

Importantly I'm also tackling emissions at the source through bold action such as the world's first Ultra-Low Emission Zone, which will mean London has the toughest vehicle emission standards of any world city and cleaning up the TfL bus fleet.

But I can't do this alone - I have been clear that I need additional powers and resources. Government needs to help take the most polluting vehicles off the street now through a diesel scrappage fund and give me and other mayors new powers to tackle emissions from construction, building and river.

## **Access to London's Green Belt**

**Question No: 2018/2878**

[Onkar Sahota](#)

It is claimed that the Green Belt helps Londoners' health. What actions are you taking to ensure land with Green Belt classification is high quality and is also legally and practically accessible to all Londoners on a regular basis?

[The Mayor](#)

My draft London Plan supports the protection and enhancement of the Green Belt. This includes improving those parts that are derelict and unsightly, working with boroughs and other partners to enhance access to the Green Belt and improve the quality of these areas to provide for appropriate multi-functional uses to benefit Londoners. I recently wrote to all borough leaders and environmental NGOs to establish whether they would be interested in creating new woodlands in the Green Belt, to help optimise its benefits and quality. My environment team are discussing new land management support mechanisms with DEFRA and how this can support environmental improvements - including to the Green Belt.



## **Health consequences of the Grenfell Tower Fire**

**Question No: 2018/2879**

[Onkar Sahota](#)

The coroner leading the Grenfell Tower inquest, Dr Fiona Wilcox, has called on the NHS to set up a screening programme for those who were exposed to smoke and dust in the fire. What are you doing to urge NHS partners in London and nationally to take up this recommendation?

[The Mayor](#)

I welcome the attention Dr Wilcox has placed on ensuring that the longer-term health and care needs of families affected by the terrible Grenfell Tower Fire are followed up.

I wrote to the Right Hon Matt Hancock MP on 1st October seeking assurance that plans were in place to meet the short and longer term physical and mental health needs of affected families. I'm pleased to see that NHS England's chief executive has since announced the NHS is providing up to £50m for a five-year screening programme for survivors of the Grenfell Tower fire to examine the effects of smoke and asbestos exposure.

I hope this confirmation of how the NHS will support them will give families some of the peace of mind they need to begin to rebuild their lives, knowing they can access care and support when required.

In addition, the London Fire Brigade has initiated discussions with researchers at Imperial College to undertake independently funded research into the effects of the Grenfell Tower fire on the respiratory health of the hundreds of LFB staff that attended.

And I wrote to the Leader of Kensington Council on 18th October seeking clarification of their approach to soil testing for potential changes in toxicity around the Tower.

## Cuts to child and adolescent mental health services and youth offending

Question No: 2018/2880

Onkar Sahota

What assessment have you made of the relationship, if any, between difficulties experienced by young people accessing CAMHS and youth offending in London?

The Mayor

Not having access to appropriate services unquestionably contributes to poor outcomes, increasing the likelihood of being involved in crime. The cuts we have seen to youth services across London needs to be addressed to ensure vulnerable young Londoners are being supported.

I have invested £45m in the Young Londoners Fund, and am rolling out Youth Mental Health First Aid to all London state schools. I am driving a public health approach through the introduction of my Violence Reduction Unit, but there also needs to be proper investment by central government into mental health services.

It is also important for partners to share data and analysis to better understand the relationship between access to mental health services and youth offending to support more effective funding decisions.

## Housing affordability for NHS staff

Question No: 2018/2881

Onkar Sahota

UNISON's report "Priced out: home ownership and public service workers" demonstrates that purchasing a home is nearly impossible for NHS workers in London. Therefore, these essential workers are reliant on renting. What percentage of income would average and lower quartile rents in each borough take up, for a) a nurse on the Agenda for Change London starting salary of £27,349 and b) a cleaner on the London weighted A4C salary of £21,786?

The Mayor

Officers are drafting a response which will be sent shortly.

**Written response from the Mayor received 01/11/2018**

**A table showing these figures is provide using data on average private rents published by the Valuation Office Agency.**

	Annualised rents (£)		% of nurse salary		% of cleaner salary	
	Lower quartile	Median	Lower quartile	Median	Lower quartile	Median

Barking and Dagenham	12,000	14,400	44%	53%	55%	66%
Barnet	13,896	16,200	51%	59%	64%	74%
Bexley	10,200	12,276	37%	45%	47%	56%
Brent	14,820	17,760	54%	65%	68%	82%
Bromley	11,580	13,800	42%	50%	53%	63%
Camden	16,200	20,796	59%	76%	74%	95%
City of London	18,720	23,100	68%	84%	86%	106%
Croydon	10,800	13,200	39%	48%	50%	61%
Ealing	14,100	16,800	52%	61%	65%	77%
Enfield	12,600	15,000	46%	55%	58%	69%
Greenwich	13,800	16,200	50%	59%	63%	74%
Hackney	16,380	19,500	60%	71%	75%	90%
Hammersmith and Fulham	15,084	18,000	55%	66%	69%	83%
Haringey	14,304	16,800	52%	61%	66%	77%
Harrow	13,200	15,600	48%	57%	61%	72%
Havering	11,100	13,200	41%	48%	51%	61%
Hillingdon	11,940	14,400	44%	53%	55%	66%
Hounslow	12,300	15,000	45%	55%	56%	69%
Islington	16,956	20,400	62%	75%	78%	94%
Kensington and Chelsea	20,100	27,036	73%	99%	92%	124%
Kingston upon Thames	13,200	15,600	48%	57%	61%	72%
Lambeth	15,600	18,204	57%	67%	72%	84%
Lewisham	12,936	15,600	47%	57%	59%	72%
Merton	14,400	16,800	53%	61%	66%	77%
Newham	13,800	16,200	50%	59%	63%	74%
Redbridge	12,000	14,400	44%	53%	55%	66%
Richmond upon Thames	15,540	18,300	57%	67%	71%	84%
Southwark	15,468	18,000	57%	66%	71%	83%

Sutton	11,100	13,200	41%	48%	51%	61%
Tower Hamlets	16,644	19,320	61%	71%	76%	89%
Waltham Forest	12,600	15,000	46%	55%	58%	69%
Wandsworth	16,800	19,800	61%	72%	77%	91%
Westminster	20,796	27,180	76%	99%	95%	125%

## Removing silos on public health spending

### Question No: 2018/2882

[Onkar Sahota](#)

In answer to my question in September 2018, you agreed it was important to make public health resources go further in the face of Government cuts, and this could be done through removing silos. What workstreams exist to take this forward between yourself, London's NHS and the boroughs?

[The Mayor](#)

When I published my Health Inequalities Strategy in September, I was clear that government cuts are risking the health of Londoners. The London Health Board provides leadership for joint working on health in London, and we seek to add value where we can. This includes workstreams on health and care integration, digital, estates, and workforce as part of the devolution agreement.

We work very closely with Healthy London Partnership who bring together representatives from across the NHS and local government, and there are already many examples of joint working across these bodies - such as Fast Track Cities, Thrive LDN, and our shared work on social prescribing.

## London Office of Data Analytics update

### Question No: 2018/2883

[Onkar Sahota](#)

In October 2017 phase 3 of LODA's work on identifying unregistered HMOs began. Please can you provide an update on this project and any other work being carried out by LODA?

[The Mayor](#)

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

## London's Retail Crisis

Question No: 2018/2886

Navin Shah

What measures are you taking to address the growing retail crisis that is afflicting London's town centres? How will you ensure the capital's high streets remain vibrant and attractive places to visit, and provide good quality jobs for Londoners?

The Mayor

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

### Written response from the Mayor received 24/10/2018

Since becoming Mayor, I have invested tens of millions of pounds in regenerating the Capital's high streets. My new London Plan takes a strong 'town centres first' approach, focusing commercial development in town centres. It supports the diversification of uses and requires boroughs to put in place town centre strategies.

The traditional high street and its inherent civic, social and economic mix is changing. Many centres are coming under increasing strain and need to develop comprehensive strategies to adapt, survive and thrive.

I will continue to campaign for the full devolution of business rates, so we can safeguard the high street businesses which are the beating heart of our community and part of the fabric of London as a vibrant, diverse and successful city.

I have introduced a range of initiatives to support London High Streets:

About £12m of my initial Good Growth funding has been directed towards High streets and town centre improvements.

Small-scale funding and support is available for local community groups via the Mayor's Crowd Fund platform to develop projects that are citizen-led.

I have also reconvened the High Streets Sounding Board which includes representatives from a range of specialists in the sector. They will be advising me on how best to address some of the challenges the retail sector is facing.

## **LLDC (1). Culture and Education District**

**Question No: 2018/2887**

[Navin Shah](#)

Can I have an update on progress made in the Culture and Education district?

[The Mayor](#)

East Bank, the new culture and education district in Queen Elizabeth Olympic Park, is progressing well and I'm pleased to report that partners are already running cultural and education programmes and initiatives in the community.

The planning application for detailed designs for UCL East has been submitted, and Mace has been appointed to deliver the first phase of this new campus, which will bring around 4,000 students to the area.

The planning application for the Stratford Waterfront site will be submitted this November. This will include plans for Sadler's Wells, BBC Music, UAL's London College of Fashion, the V&A in collaboration with the Smithsonian Institution - plus new housing, 35 per cent of which will be genuinely affordable as part of a portfolio of London Legacy Development Corporation (LLDC) sites that will collectively deliver 50% affordable housing. This follows an extensive consultation period during which LLDC held 79 events and outreach activities and a public exhibition, which 4,200 people attended. The consultation also involved distributing 170,000 flyers into the community, received nearly 10,000 online visitors and 900 feedback forms, and engaged over 7,000 people in person.

East Bank is already benefiting local communities and London more widely. In September, the new Fashion District was launched, which is a collaboration between UAL's London College of Fashion, the London boroughs of Hackney, Haringey, Newham, Waltham Forest and Tower Hamlets and industry partners including British Fashion Council, UK Fashion and Textiles. This has already secured over 7,000sqm of fashion spaces, funded by my Good Growth Fund, and is estimated to create 15,000 new jobs locally. The Fashion District has recently received £5.45 million from the Arts and Humanities Research Council to share best practice across the UK. UCL has established the world's first Global Disability Innovation Hub, a research centre based in Here East, dedicated to accelerating disability innovation and has secured £10 million from the Department for International Development.

Foundation for FutureLondon (FFL), the charity which will support and steward the collective vision for East Bank and ensure it will realise its global and local ambitions, has now appointed two new co-chairs, Baroness Lola Young and Sir David Bell.

## **LLDC (2). Stratford Waterfront Development**

**Question No: 2018/2888**

[Navin Shah](#)

The timeframe for the Stratford Waterfront development has already slipped one year. Are you confident that it will now remain on time and on budget?

[The Mayor](#)

Although the delay was regrettable which was caused by the review undertaken as a result of the implications of the London View Management Framework, it has allowed a much stronger masterplan to be developed for the Stratford Waterfront site and I am confident that the scheme is now well-positioned to be delivered on time and to budget. Such large-scale construction projects always carry significant risk, but a range of robust measures are now in place to manage both risks and costs.

UCL will lead on the construction of its new campus, while LLDC will oversee the construction of the Stratford Waterfront buildings. A highly-experienced construction operator has been appointed and governance arrangements are in place to ensure that any issues are flagged and actioned at the earliest opportunity.

## **LLDC (3). Cultural District - Delivery for Local Community**

**Question No: 2018/2889**

[Navin Shah](#)

What will you be doing to make sure that the new cultural district delivers first and foremost for the local community living in the surrounding boroughs?

[The Mayor](#)

East Bank partners continue to develop strong links with the local community ahead of their buildings opening.

A series of programmes are in place to build links with schools, community groups and cultural organisations. As a result, already local young people have benefited from job opportunities, internships and skills courses. This work will continue to expand.

For example, this summer, the EAST Education Summer School, a free programme for local 13 - 16-year-olds, offered music and dance, design engineering and fashion. Other events have included the Great Get Together, a huge community picnic in partnership with the Jo Cox Foundation; Open Doors: Vote 100, a celebration of 100 years of women's suffrage with free performances, activities and talks; the launch of the Fashion District, a new hub driving fashion technology in east London, led by UAL's London College of Fashion, which will bring an additional 15,000 jobs to the area; and the Creative Opportunities Programme, which offers networking, training and guidance from industry leaders to link local young people to opportunities in the creative and cultural sector.

The Foundation for FutureLondon, the independent charity supporting the East Bank vision, is currently recruiting an Arts and Culture manager to connect local people, and local arts and cultural organisations, to the East Bank project and partners.

## **LLDC (4). Planning Powers**

**Question No: 2018/2890**

[Navin Shah](#)

In October this year we were told by the Mayor's Chief of Staff that it was a possibility that planning roles could be handed back to the relevant boroughs sooner than anticipated. When will the LLDC be in a position to return planning powers to the five Boroughs?

[The Mayor](#)

I have asked Sir Peter Hendy, London Legacy Development Corporation's chair, to lead the discussions on the future of the organisation with borough leaders and local stakeholders.

That work includes agreeing a collective vision for the area, the timeframe and detail of future transfer of powers, and agreement on assets and liabilities. Planning powers are likely to be the first to be returned to the four boroughs once significant developments including new residential and employment development around Queen Elizabeth Olympic Park are delivered.

The LLDC Board includes borough leaders and will agree a transition roadmap by 2019/20.

## **London Challenge Poverty Week**

**Question No: 2018/2891**

[Fiona Twycross](#)

The 15th - 21st October is London Challenge Poverty Week. What action have you and are you taking as Mayor to reduce poverty in London?

[The Mayor](#)

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

### **Written response from the Mayor received 24/10/2018**

I am pleased to be supporting London Challenge Poverty Week by hosting a Young Parents event at City Hall with The Partnership for Young London. My Deputy Mayor Matthew Ryder is speaking at the launch of 4in10's latest research on the experience of London's Voluntary Sector in helping people in poverty.

To help reduce poverty in London I have secured over £4.8 billion of government funding to start 116,000 affordable homes by 2022. I have also frozen TfL fares and introduced the hopper fare. My Energy for Londoners programme is helping to reduce energy costs and I have provided funding to London Boroughs to produce Food Poverty Action Plans.

Through my Good Work Standard, I will be encouraging London's employers to do more to help their employees meet the cost of living by - for example - paying the London Living Wage or offering interest free loans for childcare deposits or travel costs.

I am also working with schools to explore what role they can play in alleviating the causes and symptoms of child poverty, and I will continue to put pressure on the government to review their welfare reforms and make good on the promise to put an end to austerity.



## **Wealth gap**

**Question No: 2018/2892**

[Fiona Twycross](#)

Following MQ 2017/3358, do you have any further recent data from the Wealth and Assets Survey to show the wealth gap between the richest and poorest Londoner since 2014?

[The Mayor](#)

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

### **Written response from the Mayor received 24/10/2018**

Data for the Wealth and Assets Survey for 2014-2016 have been published on a new microsite on the London Datastore as part of the Mayor's new measures of economic fairness. These measures cover many different aspects of fairness and are grouped around three main themes:

A labour market that works for everyone

Equal opportunities

Raising living standards

These measures will help to shape the Mayor's work to foster a fairer and more inclusive capital - and help him to hold to account those whose actions drive economic outcomes in London:

<https://data.london.gov.uk/economic-fairness/>

These measures include estimates of wealth inequality by decile for 2014-2016, which can be found below:

<https://data.london.gov.uk/economic-fairness/equal-opportunities/wealth-inequality/>

## **Universal Credit**

**Question No: 2018/2893**

[Fiona Twycross](#)

Has the Government responded to your calls to pause the rollout of Universal Credit until problems have been addressed?

[The Mayor](#)

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

## **Child poverty**

**Question No: 2018/2894**

[Fiona Twycross](#)

What actions are you taking to help tackle child poverty in London? What more would you like Government to do to ensure fewer children in London live in poverty?

[The Mayor](#)

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

### **Written response from the Mayor received 24/10/2018**

There is no excuse for child poverty in a city as prosperous as London. To help families with the cost of living I have secured more than £4.8 billion of government funding to start 116,000 affordable homes by 2022. I have also frozen TfL fares and introduced the hopper fare, and my Energy for Londoners programme is helping to reduce energy costs.

Through my Good Work Standard, I will be encouraging London's employers to do more to help their employees meet the cost of living by - for example - paying the London Living Wage or offering interest free loans for childcare deposits.

I am currently working with schools to explore what role they could play in tackling some of the causes and symptoms of child poverty. I will also use my recently published economic fairness indicators to encourage targeted interventions on child poverty and hold the government to account.

The government must make good on their promise to end austerity and use the upcoming budget to increase funding to Local Authorities, schools, early years support and other vital services that support families living in poverty. They must also end the freeze to working-age benefits and increase the generosity of the whole welfare system.

## Shared-space roads

**Question No: 2018/2895**

[Fiona Twycross](#)

With the Government signalling the end of shared-space roads, because of safety concerns, what plans to do TfL have to remove these? How many such schemes exist in London?

[The Mayor](#)

I am aware of the Department for Transport's (DfT) recent Inclusive Transport Strategy, which included advice asking local authorities to pause the introduction of new shared space schemes that feature a level surface.

Following communication with the DfT, a clarification has been received by Transport for London (TfL) that the pause should only apply to continuous level surface schemes that are currently proposed in areas with relatively high levels of pedestrian and vehicular movements, such as in town centres. The pause does not apply to streets within new residential areas, or where redesigning existing residential streets with very low levels of traffic, or retrospectively. This clarification implies that shared space design approaches are still considered acceptable by the Government in suitable locations.

TfL and the boroughs will be considering DfT's advice carefully, and the current understanding is that there are no TfL schemes in design that are subject to the pause. In addition, there are no existing design arrangements on the Transport for London Road Network that include a continuous 'wall to wall' level surface between the footway and the carriageway.

There are some borough roads which incorporate a level surface in areas with relatively large amounts of pedestrian and vehicular movements, such as Exhibition Road. While the Inclusive Transport Strategy only refers to a pause on the delivery of new shared space schemes, it is recognised that there is an ongoing need to review existing street layouts to ensure they are fit for purpose. Boroughs monitor safety across their whole road network to determine whether alterations are needed. TfL is not aware of any current plans by the boroughs to remove existing level surface arrangements because of safety issues.

## Child nutrition

**Question No: 2018/2896**

[Fiona Twycross](#)

With a recent report stating that four million children in the UK are too poor to have a healthy diet, how many of these children live in London and what actions are you undertaking to mitigate the impact of this?

[The Mayor](#)

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

### **Written response from the Mayor received 24/10/2018**

The UK government does not currently measure household food insecurity, so the precise number of children living in households affected by food insecurity is unknown.

In my new London Food Strategy, to be launched later this year, food insecurity is a focus and we will measure the prevalence of household food insecurity in London for the first time.

My food programme supports boroughs to produce food poverty action plans and supports the Mayor's Fund for London to deliver Kitchen Social - school holiday clubs offering activities and healthy meals to children from low-income households.

I am also working with schools to understand what role they can play in alleviating the causes and symptoms of child poverty.

## Children in care (1)

**Question No: 2018/2897**

[Fiona Twycross](#)

With reports that an average of 90 children go in to care nationally every day, do you know how many of these children are in London? Please give a breakdown by borough.

[The Mayor](#)

The number of children going in to care has increased in both England and London over the last five years.

In London 5,840 children went into care in 2017, this is equivalent to 16 children a day or approximately 18% of the total England looked after population. The boroughs with the highest numbers of children entering care in 2017 were Croydon (445), Newham (310), and Southwark (270).

A borough breakdown for 2017 is provided as an attachment. Source: Department for Education - Children looked after in England including adoption: 2016 to 2017

England	32,810
London	5,840

Inner London	2,460
Camden	105
City Of London	5
Hackney	245
Hammersmith and Fulham	115
Haringey	210
Islington	200
Kensington and Chelsea	55
Lambeth	170
Lewisham	225
Newham	310
Southwark	270
Tower Hamlets	220
Wandsworth	190
Westminster	145
Outer London	3,380
Barking and Dagenham	195
Barnet	205
Bexley	120
Brent	215
Bromley	180
Croydon	445
Ealing	175
Enfield	185
Greenwich	240
Harrow	185
Havering	160
Hillingdon	230
Hounslow	145
Kingston Upon Thames	60
Merton	100

Redbridge	185
Richmond Upon Thames	65
Sutton	125
Waltham Forest	170

## Children in care (2)

**Question No: 2018/2898**

[Fiona Twycross](#)

Do you know how many children in London are in foster care? Please give a breakdown by borough.

[The Mayor](#)

That latest published data shows that the number of children in London in foster care is 3,770. The boroughs with the largest numbers of children in foster care are Croydon (340), Southwark (240), Barking and Dagenham (235), London Tri-borough (225) and Haringey (160).

The breakdown by borough is found as an attachment.

Source: Ofsted - [Fostering in England 1 April 2016 to 31 March 2017](#)

[Fostering in England 1 April 2016 to 31 March 2017](#), 29 March 2018, Ofsted

Borough	Number of children/young people in placements (at 31 March)
England	52,005
London	3,770
Inner London	1,540
Camden	75
City of London	0
Hackney	115
Hammersmith and Fulham	..
Haringey	160
Islington	145
Kensington and Chelsea	..
Lambeth	100
Lewisham	145
Newham	135

Southwark	240
Tower Hamlets	135
Wandsworth	65
Westminster	..
London Tri-borough	225
Outer London	2,235
Barking and Dagenham	235
Barnet	130
Bexley	135
Brent	115
Bromley	160
Croydon	340
Ealing	115
Enfield	130
Greenwich	155
Harrow	95
Havering	95
Hillingdon	100
Hounslow	115
Kingston upon Thames	35
Merton	60
Redbridge	50
Richmond Upon Thames	45
Sutton	40
Waltham Forest	90

## **Children in care (3)**

**Question No: 2018/2899**

[Fiona Twycross](#)

Do you know how many children in London are waiting for foster carers? Please give a breakdown by borough.

[The Mayor](#)

Foster care placements can provide stability and permanence to children. Through my Homes for Londoners team, we are exploring an investment proposition to increase the number of foster care places available to reduce the number of children waiting for foster carers.

Information on the number of children in London waiting for a foster carer is not available publicly. Local Authorities hold this information but are not required to publish it.

## **Syrian refugees**

**Question No: 2018/2900**

[Fiona Twycross](#)

Do you know how many Syrian refugees have been accommodated by London Boroughs since 2015? Please give a breakdown by year and by borough.

[The Mayor](#)

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

### **Written response from the Mayor received 24/10/2018**

London boroughs have resettled more than 670 refugees through the Vulnerable Persons Resettlement Programme. This includes not only Syrian nationals but also other victims of the conflict in Syria. Latest Government statistics can be found here:

<https://www.gov.uk/government/statistics/immigration-statistics-year-ending-june-2018>

The lack of affordable homes for new arrivals has been a major challenge to London's participation in national resettlement schemes. City Hall is working with local authorities, communities, businesses and organisations to coordinate offers of support and expertise to help resettled refugees make London their home. These offers include homes, work and education opportunities, orientation support, and English language classes. City Hall will continue to promote community sponsorship, and I will advocate for a warm welcome for resettled refugees arriving in London.

London has a well-established history of providing refuge to those seeking sanctuary. Across the city, there are local authorities, health services, businesses, charities, volunteers and many others who want to help refugees fleeing their homes. It is not enough to just welcome refugees to the capital. We all need to work together to help them become part of London, including becoming active citizens who are connected to their communities. When this happens, we all benefit.



## **Child refugees**

**Question No: 2018/2901**

[Fiona Twycross](#)

Do you know how many child refugees have been accommodated by London Boroughs since 2015? Please give a breakdown by year and by borough.

[The Mayor](#)

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

### **Written response from the Mayor received 24/10/2018**

London boroughs have looked after more than 4,240 Unaccompanied Asylum Seeking Children between 2015 and 2017, with data for 2018 yet to be published by gov.uk. Latest Government statistics can be found here: <https://www.gov.uk/government/statistics/children-looked-after-in-england-including-adoption-2016-to-2017>

Responsibility for supporting Unaccompanied Asylum Seeking Children rests with local authorities. However, City Hall seeks to ensure a strategic approach to this and other issues related to migration and refugees through the London Strategic Migration Partnership which the Deputy Mayor Matthew Ryder chairs. This brings together key stakeholders including the Association of London Director of Children's Services, London Councils, Refugee Council and others together with the Home Office to discuss Unaccompanied Asylum Seeking Children. In September, City Hall convened a roundtable of London boroughs, civil society organisations, health care providers, mental health practitioners, and young people to discuss mental health of Unaccompanied Asylum Seeking Children.

## **Water fountains and single-use plastics**

**Question No: 2018/2902**

[Fiona Twycross](#)

How are you tracking the use of the newly installed water fountains? How will you measure any reduction in single use plastic bottles?

[The Mayor](#)

I am installing 20 fountains as part of my pilot project. All the fountains have water flow meters, and five of those announced will have digital displays so people can see how much water has been used. I have requested that meter readings be supplied quarterly from these installations.

The two installed at Liverpool Street Station have together dispensed over 16,000 litres since the end of July. This equates to more than 32,000 half-litre single use plastic water bottles that are likely to have been avoided.

I have also announced a £5 million fund with Thames Water for a network of water fountains, all of which will have a meter to allow for measurement and monitoring.

## **Private rented sector**

**Question No: 2018/2903**

[Fiona Twycross](#)

What conclusions can be reached about both London's economy and the private rented sectors, from the recent reports that rents in the private sector have fallen in London in contrast to other parts of the country?

[The Mayor](#)

Although rents in London have fallen slightly over the last two years, indicators suggest this trend may be about to reverse. Whilst any respite from rising costs is welcome for private renters, much more fundamental change is needed to protect private renters. I am doing all I can within my limited powers, whilst continuing to lobby Government for the overhaul of private renting we need.

## **Madeleine McCann**

**Question No: 2018/2906**

[Peter Whittle](#)

On 13 September Sky News reported that Scotland Yard has asked the Home Office for another six months of funding to support its joint operation with Portuguese police in the investigation into the disappearance of Madeleine McCann.<sup>1</sup> Has this request been granted and if so, how much is the grant?

<sup>1</sup> <https://www.independent.co.uk/news/uk/home-news/madeleine-mccann-search-funding-investigation-six-months-run-out-parents-portugal-a8535936.html>

[The Mayor](#)

The Metropolitan Police have submitted a request to the Home Office to extend funding until March 2019 for Operation Grange, the Met's investigation into the disappearance of Madeleine McCann. The request is currently being considered by the Home Office and a decision is expected shortly.

The Metropolitan Police have submitted a request to the Home Office to extend funding until March 2019 for Operation Grange, the Met's investigation into the disappearance of Madeleine McCann. The request is currently being considered by the Home Office and a decision is expected shortly.

## **Operation Embley**

**Question No: 2018/2907**

[David Kurten](#)

What is the current status and extent of Operation Embley, which is investigating allegations of corruption, malpractice, child abuse, grooming and fraud by at least 14 officers in the Metropolitan Police over a period of 40 years or more?

[The Mayor](#)

Operation Embley is an independent investigation by the IOPC into allegations of inappropriate interference in Professional Standards investigations.

The MPS is co-operating fully with the IOPC's investigators and is committed to doing all it can to ensure that the IOPC is able to reach its conclusions as swiftly as possible. It would be inappropriate for me to comment on an ongoing IOPC investigation.

## **Metropolitan Police**

**Question No: 2018/2908**

[David Kurten](#)

Do you consider that the centuries-old English phrase 'whiter than white' is racist, or do you agree with most sane people who think that suspending a police officer for using a harmless phrase is quite ridiculous?

[The Mayor](#)

Please see my answer to Mayor's Question 2018/2678 in relation to the phrase 'Whiter than White'.

This phrase was reported in the media in relation to Operation Embley, an Independent Office for Police Conduct (IOPC) investigation.

The alleged use of language intended to offend forms part of the wider investigation which is ongoing and which I am therefore unable to comment on.

For clarity, no officer has been suspended in relation to this matter.

## **Bicycle-For-Hire Thefts**

**Question No: 2018/2909**

David Kurten

Given that Mobike have pulled out of Manchester due to thefts of their for-hire bicycles, do you expect that a similar situation will arise in London?

The Mayor

Transport for London (TfL) is in regular contact with Transport for Greater Manchester to discuss dockless bike-sharing policy, and so is aware of the situation with Mobike. TfL is monitoring the matter but, as it does not hold detailed fleet data for dockless bike operators, it cannot determine whether the same will happen in London.

## **Taxi Charging Points**

**Question No: 2018/2910**

David Kurten

How many rapid charging points for ZEC taxis were there in London at the end of September 2018? How many will there be at the end of (i) December 2018, (ii) December 2019?

The Mayor

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

### **Written response from the Mayor received 01/11/2018**

London's filthy air is a public health crisis and taxis are a major contributor to pollution, especially in central London, because historically they have only had a very limited choice of diesel vehicles. This has now changed with the introduction of the London Electric Vehicle Company zero emission capable taxi. These have been available from earlier this year.

I have put in place measures to help our world-famous trade become the greenest by giving drivers the financial support, priority and charging infrastructure they need to switch to these cleaner models.

Over the past year, TfL have worked with public and private partners to deliver 135 new rapid charge points (130 at the end of September 2018). There are also an additional 68 rapid charging points which have been installed by independent providers. This investment is great news. It is a testament to the vision I have set for the capital and the action I am taking to reduce pollution.

London's rapid charge point network is growing and my current target is for TfL to have delivered 150 by the end of 2018 and a minimum of 300 by the end of 2020. My Electric Vehicle Infrastructure Taskforce are developing a shared Delivery Plan for the capital so that we can boost the infrastructure needed to increase the take-up of electric vehicles and to support our pioneering taxi trade.

## **ZEC Taxi Sales**

### **Question No: 2018/2911**

[David Kurten](#)

How many sales of ZEC taxis have there been in the period from their introduction onto the market and the present date? How many total sales of ZEC taxis do you anticipate by the end of (i) December 2018, (ii) December 2019, (iii) December 2020?

[The Mayor](#)

London's filthy air is a public health crisis and taxis are a major contributor to pollution, especially in central London, because of the very limited choice of diesel vehicles available for use. That's why I have put in place measures to help our world-famous trade become the greenest by giving willing drivers the financial support, priority and charging infrastructure they need to switch to cleaner models.

From the start of this year, no more diesel taxis are being licensed in London and all new taxis must be zero emission capable (ZEC). ZEC taxis are a game changer. London Electric Vehicle Company have risen to the challenge by investing millions, creating jobs and opportunities for our iconic cab to be showcased around the world. I also look forward to the new Dynamo Nissan taxi, which is set to be brought to market soon.

Latest figures show that TfL has licensed 626 ZEC and this is set to increase significantly in the coming years as we rollout more charge points, new ZEC taxi ranks and other supporting measures.

## **Tube Noise**

### **Question No: 2018/2912**

[David Kurten](#)

To ask the Mayor what steps TfL is undertaking to address the issue of noise from the London Underground disturbing residents of the Barbican?

[The Mayor](#)

In September 2018, as part of its conditioned based track renewal programme, Transport for London (TfL) renewed 125 metres of westbound track (which is used by the Circle, Metropolitan and Hammersmith & City lines). Readings taken in October 2018 show that this has reduced noise levels, and TfL will continue to monitor noise at this location.

TfL had also committed to setting up a new residents' transport forum, to which residents, officers and interested representatives from the City of London will be invited. The terms of reference are currently being agreed, and this forum will allow for a range of transport topics to be discussed, including Tube noise. Prior to the formation of this group, TfL will continue to engage with the Barbican Association and City of London officers.

## **TfL Debt**

**Question No: 2018/2913**

David Kurten

To ask the Mayor how much debt is currently owed by TfL?

The Mayor

Transport for London's (TfL) outstanding borrowing at the end of Q1 2018/19 (i.e. 23 June 2018) was set out in TfL's Q1 2018/19 Quarterly Performance Report (<http://content.tfl.gov.uk/tfl-quarterly-performance-report-q1-2018-19.pdf>)

## **GLA Financial Reserves**

**Question No: 2018/2914**

David Kurten

To ask the Mayor what is the total sum of the financial reserves held by the 'GLA Family' - and which sums are held by which component part?

The Mayor

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

## **The Knowledge of London**

**Question No: 2018/2915**

David Kurten

Do you consider it a priority to try to increase the number of students starting and completing the Knowledge of London, so that there is a viable fleet of black taxis in the future?

The Mayor

Transport for London's (TfL's) role is to regulate the best taxi service in the world. Of course, it is important to promote the Knowledge, and this is what it is doing.

As I made clear at the Mayor's Questions session on 13 September 2018, TfL is taking a number of steps to raise the profile of the Knowledge. It is important that everyone within the taxi trade plays their part in helping to promote the benefits of being a London taxi driver to those looking for a new career.

Please also see my previous answer to Mayor's Question 2018/2487.

## **Taxi and Private Hire Trade (1)**

**Question No: 2018/2916**

[David Kurten](#)

Will you introduce a requirement for Private Hire drivers to pass a UK driving test before granting them a TfL private hire drivers' licence?

[The Mayor](#)

All applicants for a London private hire driver's licence must have held a driving licence for at least three years. This may be a full UK or EEA state driving licence. Transport for London (TfL) has no plans to amend this requirement.

TfL recently consulted on implementing an advanced driving test for private hire drivers as part of its consultation on improving safety in private hire vehicles. TfL is analysing the consultation responses and will confirm whether it will progress with an advanced driving test later this year.

## **Taxi and Private Hire Trade (2)**

**Question No: 2018/2917**

[David Kurten](#)

Will you regulate to ensure that the purchase of Private Hire services cannot be paid into a foreign non-UK bank account, to reduce the risk of tax evasion?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

Transport for London's (TfL's) remit as a licensing body and regulator is to ensure the safe delivery of private hire vehicle services in London. The Private Hire Vehicles (London) Act 1998 is clear that TfL must issue a licence to applicants who meet the statutory licensing requirements, which currently do not include a requirement for payment to be made to a UK bank account.

Tax arrangements are a matter for Her Majesty's Revenue and Customs (HMRC). TfL will, of course, assist HMRC with any investigations it may carry out.

## Taxi and Private Hire Trade (3)

### Question No: 2018/2918

David Kurten

As Chair of the Board of TfL, what steps have you made towards promoting legislation in Parliament that will enable TfL to cap the numbers of private hire licences and prevent 'cross-border hiring' of private hire vehicles?

The Mayor

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

### Written response from the Mayor received 24/10/2018

As I made clear in my Taxi and Private Hire Action Plan, the huge increase in minicabs in the city is causing increased congestion, pollution and leaving many drivers struggling to earn a living.

On 14 August 2018, I wrote to the Transport Secretary, Chris Grayling, requesting powers to limit the number of private hire vehicles - alongside appropriate restrictions on cross-border hiring, to enable Londoners to breathe better air and live in a less congested city.

Recently, the Task and Finish Group commissioned by the Department for Transport published its report, which includes a set of important recommendations focussing on making national legislation fit for purpose in our fast-changing taxi and private hire industries. TfL was pleased to be part of the group that contributed to this report, which included proposals for capping the number of private hire vehicles, reform of cross border hiring, national minimum standards and statutory definitions for 'plying for hire' and 'pre-booked' services.

On 3 October 2018, I wrote to the Transport Secretary in support of the recommendations of the Task and Finish Group report and urged him to introduce primary legislation at the earliest possible opportunity. We have long been calling for these reforms and ask the Government to move quickly to implement the proposals, which are vital in ensuring passenger safety.

The Task and Finish Group's recommendations on taxi and private hire vehicle licensing are published here: [www.gov.uk/government/publications/taxi-and-private-hire-vehicle-licensing-recommendations-for-a-safer-and-more-robust-system](http://www.gov.uk/government/publications/taxi-and-private-hire-vehicle-licensing-recommendations-for-a-safer-and-more-robust-system).



## **Toilets**

### **Question No: 2018/2919**

[David Kurten](#)

Given your previous statements on transgender toilets, will you be acting to change the signs on the doors of toilets within the Greater London Authority estate to indicate that they are 'gender inclusive' - or will you be maintaining the signage for men and women in the traditional fashion?

[The Mayor](#)

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

### **Written response from the Mayor received 24/10/2018**

There has always been gender inclusive toilet provision in City Hall in the public area on 2nd floor, the Chamber on the 1st floor and in staff areas in the separate toilet/shower rooms. However, the signage was not helpful on reflecting that they were gender inclusive.

We have replaced the signage on 1st and 2nd floors with the word "toilet" and removed the male/female pictograms. Replacement signage has been ordered for the staff shower rooms with toilets on staff floors to read "gender neutral toilet and shower" and male/female pictograms will also be removed.

Unfortunately, it has not been possible to make all toilets gender neutral, due to the configuration and sanitaryware.

## **Private Hire Trade Representation**

### **Question No: 2018/2920**

[David Kurten](#)

Why has TfL not allowed private hire drivers to organise in a recognised trade union?

[The Mayor](#)

Transport for London (TfL) cannot, nor would it, stop a private hire driver from joining a trade union.

TfL meets regularly with a variety of bodies representing the interests of private hire companies, operators and drivers. This includes, but is not limited to, regular meetings with the GMB, which is an established and recognised union representing the interests of private hire drivers.

## **Breathalyser and Drugs Tests**

**Question No: 2018/2921**

[Peter Whittle](#)

To ask the Mayor how many breathalyser and drugs tests on motorists were conducted by the Metropolitan Police over the last three years?

[The Mayor](#)

Breath Tests:

2015 - 52,269

2016 - 40,373

2017 - 18,823, however, this figure is unreliable due to problems identified with the digital recordings. This is being investigated by the Met's Digital Policing team.

Drugs Tests:

The following figures are from the number of devices purchased by the Met and issued to trained officers. These are the most reliable figures as the devices are non-electronic, single-use items, and therefore the recording of tests relies on officers submitting the returns.

2015 - 2,700

2016 - 3,600

2017 - 3,200

NB: Drug testing did not commence until March 2015 with the introduction of section 5a of the Road Traffic Act 1988.

## Fixed Penalty Notices

Question No: 2018/2922

Peter Whittle

To ask the Mayor how many motoring fixed penalty notices were handed out by the Metropolitan Police over the last three years?

The Mayor

The table below outlines the number of Traffic Offence Reports (TORs) and Fixed Penalty Notices (FPNs) issued by the Met over the last three years and the current calendar year to date.

	2015	2016	2017	2018 (1st Jan to 18th Sep)
Total TOR/FPN Offences	122214	125990	109904	58701
Parking offence	7171	6315	3962	1474
All other offences	115043	119675	105942	57227

Please note, the Met introduced TORs during 2015 to simplify reporting of traffic offences. FPNs are still used to report parking offences and by PCSOs in reporting traffic offences as they do not have the authority to issue a TOR.

## Fire Evacuation Policy

Question No: 2018/2923

David Kurten

To ask the Mayor if the London Fire Brigade has revised its policy of telling high rise residents to stay put in the event of a fire?

The Mayor

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

### Written response from the Mayor received 24/10/2018

Stay Put advice is not a London Fire Brigade (LFB) policy, it is national guidance which has not changed and which LFB works within. There are some high rise residential premises in London where interim arrangements have been put in place, including a temporary move to a simultaneous evacuation whilst work is undertaken to remove cladding and/or improve the general fire precautions. In these instances residents are advised of the change and wardens are in place 24/7 to support the revised evacuation strategy.

## Police Officer Residency

### Question No: 2018/2924

David Kurten

How many Metropolitan police officers currently live within the Greater London area, and how many live outside of London?

The Mayor

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

### Written response from the Mayor received 01/11/2018

Please see the table below. In total, 47% of the Metropolitan Police Service (MPS) workforce (55% of our officers) live outside the Greater London area.

	Total Strength	Living outside Greater London	% Living outside Greater London
Police Officer	29,685	16,327	55.00%
Police Staff	8,691	2,651	30.50%
PCSO	1,236	320	25.86%
MSC	2,046	440	21.51%
Total	41,658	19,737	47.38%

## Firemen Residency

### Question No: 2018/2925

David Kurten

How many firefighters live within the Greater London area, and how many live outside of London?

The Mayor

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

### Written response from the Mayor received 24/10/2018

London Fire Brigade currently employs 3,257 firefighters of which 1,673 (51.37 per cent) live outside of Greater London. This is a lower percentage than the entire operational workforce of which 54.97 per cent live outside of Greater London. Regarding the title of the question, 'fireman' has not existed as a job title at London Fire Brigade for over 30 years.

## **5G (1)**

**Question No: 2018/2926**

David Kurten

When are trials of 5G set to begin in London and what frequency of radiation (in MHz or GHz) will they use?

The Mayor

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

## **5G (2)**

**Question No: 2018/2927**

David Kurten

What is the safe level of radiation as specified by the International Commission on Radiological Protection (in mSv/year)? Given that 5G will require a vast increase in the density of transmission antennae than 4G and the energy of electromagnetic radiation emitted will be much higher, will radiation levels (in mSv/year) still fall below the safe level as specified by the ICRP?

The Mayor

The guidelines from the International Commission on Non-Ionizing Radiation Protection (ICNIRP) underpin health protection policies at UK and European levels.

Public Health England (PHE) advises there is no convincing evidence that radio wave exposures below these guideline levels cause health effects.

Many measurements have been made of the exposure levels at locations near to existing telecommunications transmitters and these continue to show that exposures of the general public to radio waves are well within the guidelines.

UK mobile communications network operators have committed to complying with the ICNIRP guidelines.

PHE has said it will monitor the evidence applicable to 5G and other radio technologies and revise its advice should that be necessary.

## **5G (3)**

### **Question No: 2018/2928**

David Kurten

Has the GLA looked at what the health risks are of high energy microwave radiation (30 - 300 GHz) typically used in 5G on the human body? And if so, what are they?

The Mayor

The guidelines from the International Commission on Non-Ionizing Radiation Protection (ICNIRP) underpin health protection policies at UK and European levels.

Public Health England (PHE) advises that there is no convincing evidence that radio wave exposures below the guideline levels cause health effects.

## **Tolworth Towers**

### **Question No: 2018/2929**

David Kurten

Will you ensure that the heavily-used Marks and Spencer car park in front of the Tolworth Towers Development will not be requisitioned for another use?

The Mayor

Any proposal for another use on the Marks and Spencer car park will be assessed against relevant planning policy within the Kingston local plan and the London Plan.

In general, the strategic policies within my draft London Plan seek the intensification of underused town centre land to deliver mixed use or housing-led development to complement local character. Where car park sites are redeveloped, the draft London Plan expects parking provision to be reduced in response to my strategic approach of promoting more sustainable modes of transport.

## **Hate Crime**

### **Question No: 2018/2930**

David Kurten

Will the Metropolitan Police consider it a racially motivated hate crime if a person reports that someone was referred to as 'Gammon', 'a Coconut' or 'an Uncle Tom' if they perceived it was said due to hostility, and would you support the victims and survivors of such a slur in reporting it to the police?

The Mayor

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

## **Bus Route 305 (1)**

**Question No: 2018/2931**

[David Kurten](#)

London Buses route 305 was a Transport for London contracted bus route which ran between Edgware and Kingsbury, it was operated by Arriva London. Even though the majority of local residents consulted by TfL opposed plans to scrap the route, TfL discontinued it on 1 September 2018. A number of elderly and less-abled local residents have approached me, expressing their dissatisfaction with this state of affairs. What assurances can you offer these Londoners that TfL is listening to their concerns?

[The Mayor](#)

On 1 September 2018, Transport for London (TfL) merged bus routes 303 and 305 to run as a single new route 303 between Kingsbury Circle and Edgware via Colindale and Mill Hill. Route 305 was withdrawn. This was to better match capacity to demand for buses in the area while maintaining a good frequency. All roads previously served under the old arrangements continue to be served by buses now.

The consultation on the proposed changes ran from 2 October to 12 November 2017. 28 per cent of the 514 respondents supported or strongly supported the proposals, while 23 per cent opposed or strongly opposed them. Having carefully considered all comments and suggestions, TfL decided to go ahead with the proposals.

The new route also offers opportunities for new journeys, including:

- Honeypot Lane/Princes Avenue to Colindale ASDA
- Colindale Station and Grahame Park/Mill Hill to Deans Lane
- Graham Park / Colindale to western Edgware.

The new service also provides passengers on Honeypot Lane, Princes Avenue and Deans Lane with a higher frequency service during Sunday shopping hours.

While confident that this change benefits a large number of passengers in the area while delivering services more efficiently, Transport for London (TfL) acknowledges that changes to the bus network can cause inconvenience for some passengers. It keeps the bus network under constant review, and the effects of any service changes are regularly assessed to understand if further adjustments are needed.

## **Bus Route 305 (2)**

**Question No: 2018/2932**

[David Kurten](#)

Since bus route 305 was cancelled, many elderly and disabled people in Edgware, Burnt Oak, Hale, and Kingsbury have suffered as a result and can no longer easily travel to local facilities. Will you re-instate bus route 305?

[The Mayor](#)

As stated in my answer to Mayor's Question 2018/2931, Transport for London (TfL) merged routes 303 and 305 to better match capacity to demand for buses in the area while maintaining a good frequency. The changes also offer opportunities for new journeys in the local area.

While there are no plans to reinstate bus route 305, the bus network is always kept under review, along with the effects of any service changes. This includes these changes, the impact of which will continue to be assessed going forward.

## **Bus Route 98**

**Question No: 2018/2933**

[David Kurten](#)

On the London Assembly Environment Committee, we spend a lot of time examining the issue of pollution, but rarely do we discuss noise pollution - an increasing menace in our city. The screaming of sirens of London Ambulance Service vehicles day and night and the slamming of tailgates of lorries making deliveries in the early hours of the morning all have an impact on our well-being. To this cacophony, we must now add bus route 98, which runs between Holborn and Willesden Bus Garage. I have noticed in recent months that all of the buses operating on this route are being driven with their vehicle alarms on, permanently. Could you please share the thinking behind this cunning stratagem, with particular reference to how this development is enhancing the lives of Londoners?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

The alarm to which you refer is part of a safety trial led by the operator of route 98, Metroline. The alarm is designed to let people (particularly those with visual impairments) know that a bus is approaching. It normally plays along Oxford Street only, given the high volumes of pedestrians there.

The results of the trial will be analysed by the University of Leicester. I acknowledge the effect noise pollution can cause to local residents. I have asked Transport for London to request that the alarm is turned off as soon as possible and that they pass on your observations to Metroline.



## **Bus Route 159**

### **Question No: 2018/2934**

[David Kurten](#)

Bus Route 159 runs between Streatham Station and Marble Arch. However, I have noticed in recent years that it is increasingly the case that buses on this route never make it as far as Marble Arch, with journeys frequently being terminated at Oxford Circus, or in a quiet square behind Oxford Street. Could you please explain to me why this is so?

[The Mayor](#)

Transport for London (TfL) manages the bus network to ensure that Londoners benefit from a frequent and convenient service. Delays can be caused by traffic congestion or unexpected events that affect the road network.

In order to maintain a reliable service during disruption, buses on route 159 do sometimes have to terminate at Oxford Circus so that they can make the return trip to Streatham, providing an even and reliable service on the busiest sections of the route.

While TfL and I appreciate the inconvenience to customers, those who need to make journey between Oxford Circus and Marble Arch by bus can currently transfer for free by using my Hopper Fare onto a number of other high-frequency services.

In the future, tied to the launch of the Elizabeth line and changes to Oxford Street, the 159 will be revised to terminate at Oxford Circus at all times, as consulted on by TfL and discussed with Westminster City Council.

## **Transport Strikes**

### **Question No: 2018/2935**

[David Kurten](#)

How many transport strikes have there been since you became Mayor of London?

[The Mayor](#)

There have been 24 strikes.

Since I became Mayor, the number of days lost to strikes on the tube has been reduced by 65 per cent compared to Boris Johnson's time as Mayor. This is widely recognised as the accurate way to measure the impact of strikes.

## Violent Crime on Public Transport

Question No: 2018/2936

[Peter Whittle](#)

How many violent crimes were recorded by the British Transport Police on London's transport network in each of the last three calendar years?

[The Mayor](#)

London's public transport network is a safe, low crime environment, where 11 million journeys are made each day. It is very rare to witness or be a victim of crime on our services.

We work hard with our partners in the MPS and BTP to keep everyone safe and the increase in crime on the rail network is reflective of the national trend of an increase in crime reporting.

The below table sets out the violent crimes recorded by the British Transport Police on London's transport network between 2015 - 2017.

Mode	2015	2016	2017
London Underground	1657	2122	2666
London Overground	266	255	302
Transport for London (TfL) Rail	54*	96	106
Docklands Light Railway	123	142	161
Trams	68	75	88
Total	4223	4706	5340

\*Please note that the number of violent crimes on TfL Rail for 2015 contains data from June onwards only, as this is when the TfL Rail service commenced.

## **BAME Housing**

**Question No: 2018/2937**

[David Kurten](#)

In the last meeting of the Housing Committee, L&Q spoke of developing 1,000 housing units at affordable rent for BAME people. What financial support is the Greater London Authority giving to L&Q for these housing units, and are they strictly for BAME people only?

[The Mayor](#)

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

### **Written response from the Mayor received 01/11/2018**

The GLA has committed £80,000,000 of Affordable Housing grant to deliver 1,000 affordable rented properties through L&Q's Build London Partnership Project. L&Q is working in partnership with smaller housing associations which do not have the skills and resources to undertake development activity independently. The first nine partners are leading BAME housing associations which are focused on meeting the needs of London's BAME communities, but the partnership project is open to other, small, non-BAME housing associations.

## **Oral Update to the Mayor's Report**

**Question No: 2018/2975**

[Tony Arbour](#)

The Mayor will now provide an oral update, of up to five minutes in length, on matters occurring since the publication of his report. Assembly Members have submitted one request for topics for inclusion within this update. Mr Mayor?

[The Mayor](#)

Thank you, Chairman. Good morning.

Yesterday at Southwark Cathedral I joined over 1,000 others including Assembly Members here today to celebrate the life of Dame Tessa Jowell [British Labour politician] who sadly passed away earlier this year. Tessa was one of the most respected politicians in the country, someone full of kindness and generosity and is sorely missed by family, friends and everyone who knew her. Tessa did more than anybody to bring the 2012 Olympic Games to London and their spectacular success was a testament to her expertise, passion and energy. I was therefore pleased to announce that one of the most popular walkways in the Olympic Park is being renamed in her memory.

This morning I wrote to you, Chairman, to inform you that, following a successful two years as Deputy Mayor for Social Integration, Social Mobility and Community Engagement, Matthew Ryder QC has decided to step down in order to return to his legal career. I am grateful to Matthew for forging strong relationships across London's diverse communities and the key role he played in developing our groundbreaking strategy to address social integration in London. I am delighted to announce that Dr Debbie Weekes-Bernard has been appointed to

succeed Matthew. Debbie is an expert on poverty and ethnicity, education and labour markets and joins my team from the Joseph Rowntree Foundation. I know she will do a great job in bringing together our diverse communities and ensuring that all Londoners feel a key part of our city.

Since we last met, Chairman, I continue to stand up for our city as Mayor and to work on a number of new initiatives to improve the lives of Londoners. These include establishing a new violence reduction unit of specialists in health, police and local government to lead and deliver a long term public health approach to tackling the causes of violent crime, continuing to work with the Violent Crime Task Force funded by City Hall to crack down on violent crime across the city, providing funding to 36 projects that are delivering activities for young Londoners, including those most at risk of getting caught up in crime, launching a new programme to tackle health inequalities and stepping up London's preparations in case of a catastrophic no deal Brexit.

Tomorrow people from every corner of our country will travel to London to demand that the British people get the final say on Brexit. The Government is taking us towards either a bad Brexit deal or, worse still, no deal at all. Both these scenarios are a million miles from what was promised. People did not vote to make themselves poorer, to damage our National Health Service (NHS) or to put jobs at risk. As Mayor of London I am proud to welcome everyone joining the march for the future and I will be marching and speaking at the rally to add my voice to the calls for a public vote with the option of remaining in the EU.

I look forward to answering your questions today. I have also been asked, as you said, Chairman, to give an oral update on Scotland Yard and Pro Leave Groups. I understand the concerns regarding news reports that Scotland Yard were citing political sensitivities as the reason why potential criminality linked to Pro Leave Groups was not being investigated. Decisions about how the Metropolitan Police Service (MPS) investigate allegations are operational and I cannot interfere in the day to day decisions of matters of this nature. However, my office has been informed by the MPS that the news report is inaccurate.

The Electoral Commission has made two referrals to the MPS in relation to the European Union (EU) referendum. The first referral was received on 11 May 2018 and concerns Leave.EU. The second referral was received on 17 July 2018 and concerns Vote Leave and BeLeave. In relation to both referrals the relevant documentary evidence from the Electoral Commission was only received on 7 September 2018 when the MPS was provided with over 2,000 documents. These documents are being assessed by specialist investigators, supported with advice from the Crown Prosecution Service, in order to make an informed decision as to whether a criminal investigation is required. For clarity, the MPS has stressed that the status of its enquiries is not due to political sensitivities but due to the amount of evidential material that needs to be considered. As with previous referrals from the Electoral Commission, the MPS will make public the outcome of its assessment.