

Questions to the Mayor

22 November, 2018

ANSWERED QUESTIONS PAPER

Subject: MQT on 22 November, 2018
 Report of: Executive Director of Secretariat

Quietways (1)

Question No: 2018/2977

[Caroline Pidgeon](#)

On 11 October 2018 a Mayoral press release stated: "Since becoming Mayor, Sadiq has already delivered 140km of new cycling infrastructure including 100km of new Quietway routes". Please (a) list the sections of Quietways that you have built since you took office with start and end points and the distances of each, and (b) state your understanding of what the word "built" means on these routes. Does it include actual building, or does it also include signposting?

Quietways (1)

[The Mayor](#)

Last updated: 28 November, 2018

The Quietways Programme has made significant progress during my Mayoralty, with Q1 (Waterloo to Greenwich) Q2 (Bloomsbury to Walthamstow), Q3 (Gladstone Park to Kilburn), Q5 (Oval to Clapham Common), Q6 (Wanstead to Barkingside), Q14 (Southwark to Tower Bridge Road), Q15 (Belgravia to Earls Court) and Q22 (Stratford High Street to Newham Way) now open and many other route sections being completed.

I have provided you with a list below of start and end points of Quietway routes that have had sections constructed since I came into office, along with the combined length in kilometres.

'Built' means sections of the route that have been completed and signposted so that they can form part of the Quietway network.

| Route Section | Km built |
|--------------------------------------|----------|
| Stratford High St to Beckton High St | 5.3 |
| Ladbroke Grove to East Acton | 3.8 |
| Greenwich to Thames Barrier | 2.4 |
| Thames Barrier to Woolwich | 2.3 |

GREATER LONDON AUTHORITY**LONDON ASSEMBLY**

| | |
|---|------|
| Woolwich to Thamesmead | 5.3 |
| Thamesmead to E and O Warehousing | 2.3 |
| Grand Union Canal | 10.8 |
| Richmond Park to Teddington | 4.2 |
| Clapham Common to Earlsfield | 2.6 |
| Earlsfield to Wimbledon | 3.5 |
| E&C to Dulwich | 3.8 |
| Dulwich to Crystal Palace | 0.2 |
| Regent's Park to West Hampstead | 1.4 |
| Kilburn to Gladstone Park | 1.4 |
| Oval to Clapham | 3.7 |
| Clapham Common to Tooting Common | 1.7 |
| Tooting Common to Norbury | 2.8 |
| Norbury to West Croydon Station | 2.0 |
| Victoria Park to Wanstead Flats | 2.3 |
| Wanstead Flats to Barkingside | 7.3 |
| Bloomsbury to Walthamstow | 9.1 |
| Waterloo to Greenwich | 0.6 |
| Greenwich Park to Catford Station | 0.8 |
| Catford to Lower Sydenham | 1.2 |
| Bermondsey to Peckham | 0.1 |
| Peckham to Catford | 0.9 |
| Greenford to Pitshanger Park | 1.8 |
| Thames Path to Queen Elizabeth Hospital | 0.9 |
| Woolwich Town Centre Spur | 2.9 |
| Wimbledon to Raynes Park | 1.9 |
| CS3 to Barking Town Centre | 0.9 |
| Greenwich to Falconwood | 4.6 |
| Falconwood to Bexleyheath | 0.4 |
| Kentish Town to St Pancras | 1.6 |
| Hyde Park to Belgravia | 1.1 |
| South Kensington to Hyde Park | 0.4 |
| Wellington Street | 0.9 |
| Hoxton to Broadway Market | 1.5 |
| West Smithfield to Barbican | 1.3 |
| CS6 to Moorgate | 2.0 |

| | |
|--|-----|
| Bute St/Harrington Rd to Imperial College Rd/Exhibition Rd | 0.6 |
| Dovehouse St/Cale St to Royal Ave/St Leonard's Terrace | 1.1 |
| Kensington Court to Harrington Gdns | 1.4 |
| Brompton Cemetery/Old Brompton Rd to Bute St/Harrington Road | 1.4 |
| Kings Rd/Oakley St to Albert Bridge | 0.4 |
| Blackfriars to Tower Bridge Road | 2.1 |
| Hackney Road to Calvert Ave | 0.9 |
| Cornwall Road | 0.6 |
| Rotten Row and the Broadwalk | 2.6 |
| Horse Guards Road | 1.3 |
| Rivington Street | 0.5 |

Quietways (2)**Question No: 2018/2978**[Caroline Pidgeon](#)

What mileage of the Quietway routes delivered since 2016 was already part of the London Cycle Network?

Quietways (2)[The Mayor](#)

Last updated: 28 November, 2018

Since January 2016, a total Quietway network of over 120km has been constructed. 40km of this network has been adopted from the London Cycle Network (LCN) with improvements being made to bring the route up to Quietways standards where necessary.

Quietways (3)**Question No: 2018/2979**[Caroline Pidgeon](#)

How much has been spent on the Quietway programme since you came to office?

Quietways (3)[The Mayor](#)

Last updated: 28 November, 2018

From the beginning of May 2016 to halfway through the 18/19 financial year, Transport for London has invested £46m in the Quietways network (which includes the Central London Grid).

Cycle Superhighway programme**Question No: 2018/2980**[Caroline Pidgeon](#)

How much has been spent on the Cycle Superhighway programme since you came to office?

Cycle Superhighway programme[The Mayor](#)

Last updated: 28 November, 2018

From the beginning of May 2016 through to halfway through the 18/19 financial year, Transport for London has invested £56m in the Cycle Superhighways programme.

TfL expenditure on cycling**Question No: 2018/2981**[Caroline Pidgeon](#)

How much was spent on cycling in the financial year 2017/18?

TfL expenditure on cycling[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

TfL expenditure on cycling[The Mayor](#)

Last updated: 22 January, 2019

Transport for London (TfL) spent £90m on cycling in 2017/18. While this is less than the yearly average set out in TfL's 2017 Business Plan, this is because a key focus for TfL has been on designing the next generation of high quality schemes, along with the development of a comprehensive network of routes and safer junctions. A number of these schemes are now approaching construction, and a major increase in spending is planned in 2019.

Cycle Superhighway 6**Question No: 2018/2982**[Caroline Pidgeon](#)

TfL's website states: "The Cycle Superhighway 6 (North-South) opened fully in September 2018". However, part of the scheme consulted on - the northbound segregated track between Charterhouse Street and Greville Street - has not in fact opened and no work has taken place to deliver it. When will this section be completed, or has it been abandoned?

Cycle Superhighway 6[The Mayor](#)

Last updated: 28 November, 2018

As described during the public consultation for CS6, carriageway space on Farringdon Road between Charterhouse Street and Greville Street is temporarily limited by Crossrail construction hoardings. During this period, vertical wands have been provided adjacent to the hoarding to separate southbound cyclists from traffic. Although the Crossrail works are continuing longer than originally expected, it is still intended to deliver the final CS6 scheme as planned.

Cycle Superhighway 9

Question No: 2018/2983

[Caroline Pidgeon](#)

When, if at all, will a decision be made on Cycle Superhighway 9, following the consultation in September and October last year?

Cycle Superhighway 9

[The Mayor](#)

Last updated: 28 November, 2018

Transport for London (TfL) is continuing to work alongside the London Boroughs of Hounslow and Hammersmith & Fulham on aspects of the CS9 design. Once this design process is complete, TfL will publish the consultation report and responses to the issues most commonly raised, which will outline the next steps and updated timescales for the project. TfL is aiming to publish the report by the end of this year.

Cycle Superhighways

Question No: 2018/2984

[Caroline Pidgeon](#)

How much has been spent by TfL to advertise and promote the new Cycle Superhighways since they opened in May 2016?

Cycle Superhighways

[The Mayor](#)

Last updated: 28 November, 2018

Cycle Superhighway 3 (CS3) and Cycle Superhighway 6 (CS6) were partially opened in May 2016 along with Cycle Superhighway 1. At this time approximately £220,000 was spent on advertising using a mix of on-street posters, door-drop leaflets in the vicinity of the routes, press advertising, emails and social media.

Since then, £280,000 has been spent promoting these routes to encourage their use. This included launching the completion of CS6 recently, using press ads, door drops, on-street posters, radio, targeted digital ads, emails and social media.

The Cycle Superhighways campaigns have contributed to 52% of Londoners agreeing that 'the advertising makes me want to walk or cycle more' (up from 37% in April 2017).

This is part of Transport for London's (TfL) wider investment in creating streets where people choose to walk, cycle and use public transport, funded through the £2bn Healthy Streets Portfolio included in the TfL Business Plan.

Class172/0 diesel trains

Question No: 2018/2985

[Caroline Pidgeon](#)

Have the negotiations between Arriva Rail London (ARL) and West Midlands Trains (WMT) been concluded and can you now state when each of the seven remaining Class172/0 trains will transfer from ARL to WMT?

Class172/0 diesel trains

[The Mayor](#)

Last updated: 28 November, 2018

Arriva Rail London initially arranged to extend the lease of the remaining six diesel trains until 9 December 2018, by when it was expected that the new electric trains would have been introduced. However, discussions are at an advanced stage for this to be extended further so that the diesel trains continue to be available until after the new electric trains enter passenger service.

Despite intensive efforts by Transport for London (TfL) up until the deadline for return, the spare seventh train had to be released on Friday 10 November to be overhauled before being redeployed elsewhere in the country.

Class710 electric trains

Question No: 2018/2986

[Caroline Pidgeon](#)

In January 2019 the delivery of the first of these trains to Arriva Rail London will be one year overdue. Has TfL any firm idea when these trains will begin carrying passengers?

Class710 electric trains

[The Mayor](#)

Last updated: 28 November, 2018

Bombardier Transportation, the manufacturer of the new electric trains, has told Transport for London (TfL) that, subject to further successful software development, the new trains should begin entering passenger service in the second half of December. TfL and I share your frustration at these continuing delays and TfL is fully focused on ensuring Bombardier delivers the trains as quickly as possible.

On behalf of Londoners, I have personally spoken to the President and Chief Executive Officer of Bombardier to express my extreme disappointment at the continuing delays and to demand his organisation does everything possible to get the new trains into passenger service as quickly as possible.

Childcare deposit scheme

Question No: 2018/2987

[Caroline Pidgeon](#)

Please publish a table showing the number of employees who have applied for interest-free loans to assist with the up-front costs of childcare provision, as announced on the 27 January 2017, showing figures for (a) Greater London Authority, (b) London Fire Brigade, (c) London Legacy Development Corporation, (d) the Mayor's Office for Policing and Crime, (e) the Metropolitan Police Service, (f) the Old Oak and Park Royal Development Corporation, and (g) Transport for London.

Answer for Childcare deposit scheme

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Childcare deposit scheme

[The Mayor](#)

Last updated: 21 May, 2019

Please see my answer to Mayor's Question 2019/6064.

Croydon tram

Question No: 2018/2988

[Caroline Pidgeon](#)

Please set out the precise timetable for the full implementation of the 15 recommendations made by the Rail Accident Investigation Branch into Croydon tram disaster of 9 November 2016.

Answer for Croydon tram

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Croydon tram

[The Mayor](#)

Last updated: 22 January, 2019

Transport for London (TfL) is making significant progress in implementing the recommendations set out by the Rail Accident Investigations Branch (RAIB) to make the

network safer, and is also working closely with the Office for Rail & Road and the wider UK tram industry to do so.

Many of the recommendations have already been implemented. These include the installation of a device which detects driver fatigue, which has now been in operation for over a year, along with speed reductions and enhanced signage around bends. TfL has also worked with its tram operator to improve its complaints processes to ensure prompt action is taken where a possible safety risk is identified.

A number of the recommendations made by RAIB are for the wider UK tram industry and are dependent on the light rail safety standards board, which is in the process of being set up. TfL continues to provide its full support in delivery of these industry-wide recommendations.

The following table details expected delivery times of the recommendations over which TfL has direct control. An update on the status of all 15 recommendations is available on the TfL website: <http://content.tfl.gov.uk/raib-recommendations-update-january-2019.pdf>

| | |
|---|---|
| UK tram operators, owners and infrastructure managers should work together to review, develop and install suitable measures to automatically reduce tram speeds if they approach higher risk locations at speeds which could result in derailment or overturning. | Contract awarded in December 2018; full completion by the end of December 2019 |
| UK tram operators, owners and infrastructure managers should work together to research and evaluate systems capable of reliably detecting driver attention state and initiating appropriate automatic responses if a low level of alertness is identified. | Driver protection device implemented and successfully in use since September 2017. UK Trams has conducted research to explore what an appropriate automatic response would be and TfL is reviewing this to ensure the system in use is compatible |
| UK tram operators, owners and infrastructure managers, in consultation with the DfT, should work together to review signage, lighting and other visual information cues available on segregated and off-track areas based on an understanding of the information required by drivers on the approach to high risk locations such as tight curves. | Part-complete; full completion 2019 |
| UK tram operators and owners should, in consultation with appropriate tram manufactures and other European tramways, review existing research and, if necessary, undertake further research to identify means of improving the passenger containment provided by tram windows and doors. | Due for completion March 2019 |

| | |
|--|--|
| UK tram operators and owners should install (or modify existing) emergency lighting so that the lighting cannot be unintentionally switched off or disconnected during an emergency. | A new emergency lighting system has been procured and will be installed over summer 2019 |
| Tram Operations Limited (TOL) and London Trams (TfL) should commission an independent review of its process for assessing risk associated with the operation of trams. | Complete |
| Tram Operations Limited (TOL) and London Trams (TfL) should improve processes, and where necessary, equipment used for following up both public and employee comments which indicate a possible safety risk. The improved process should ensure complaints are dealt with promptly and within time periods. | Complete |
| London Trams (TfL) and Tram Operations Limited (TOL) should review, and where necessary, improve their processes for inspection and maintaining on-tram CCTV equipment to greatly reduce the likelihood of recorded images being unavailable for accident and incident investigation. | Complete on Sandilands fleet; further work also planned to upgrade wider fleet due for completion May 2019 |
| London Trams (TfL) and Tram Operations Limited (TfL) should review and where necessary revise existing tram maintenance and testing documentation to take account of experience gained and modification made since the trams were brought into services and ensure that these documents are kept up-to-date. | Due for completion December 2019 |

Comments by the Managing Director of Go-Ahead about protected cycling lanes

Question No: 2018/2989

[Caroline Pidgeon](#)

In a recent interview with www.Onlondon.co.uk website John Trayner, the managing director of Go-Ahead London is quoted as blaming congestion in London in part on protected cycling lanes. Are you concerned that, given (a) protected cycling lanes only constitute 0.2% of London's road network and (b) TfL data shows buses and coaches hold the highest KSI risk for cycling in London, that the Managing Director of TfL's biggest bus contractor can voice such misinformed views about cycling and cyclists in London?

Answer for Comments by the Managing Director of Go-Ahead about protected cycling lanes

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Comments by the Managing Director of Go-Ahead about protected cycling lanes

[The Mayor](#)

Last updated: 29 January, 2019

The bus network is seeing record reliability levels for scheduled mileage and regular gaps between buses. While there can be some short-term disruption when transformative schemes like Cycle Superhighways are being built, this tends to be on a small part of the capital's roads and for a limited time.

My Transport Strategy explains how a shift to space-efficient forms of transport such as cycling and public transport is the long-term solution to congestion in London. Schemes that make it easier for people to walk and cycle, including protected cycle lanes, are a vital part of encouraging this shift to space-efficient modes of transport.

As you rightly point out, protected lanes have only been built to date on a fraction of London's roads. These new lanes are helping to attract more people into sustainable travel and improve air quality. They are also helping London's streets work more efficiently: TfL's analysis shows that, following the opening of Cycle Superhighway 6 on Blackfriars Bridge, the overall movement of people over the bridge increased by five per cent at the busiest time.

In 2017 the GLA commissioned Integrated Transport Planning (ITP) to produce an independent study into the causes of congestion. The report identifies the principal cause of congestion in London as the scale of traffic demand on the network and highlights that cycle lanes are suggested to have negligible long-term negative impact on congestion. The full report from ITP can be read here. [<http://content.tfl.gov.uk/understanding-and-managing-congestion-in-londo...>]

It is a top priority of mine to reduce the impact of construction to ensure that much-needed changes to London's streets are delivered in a way that minimises disruption for everyone, including people cycling and using the bus, as well as those delivering essential goods and services. TfL is achieving this by coordinating works with utilities companies and longer working hours. These techniques were used during the recent delivery of Cycle Superhighway 6 Phase 2 to condense a month's worth of roadworks into just four days over the Easter period.

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

Question No: 2018/2990

[Caroline Pidgeon](#)

Further to your responses to Questions 2018/2612 and 2018/2613 please explain why the person who was "responsible for Transport for London's engagement with the RAIB, ORR,

BTP, SNC-Lavalin and the Coroner” has not had any involvement in any investigation since he left TfL?

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

[The Mayor](#)

Last updated: 28 November, 2018

As the former Managing Director of Surface Transport is no longer an employee of Transport for London, he is no longer involved in its activities. As noted in my response to Mayor’s Question 2018/2612, Gareth Powell, as the Managing Director of Surface Transport, has the responsibility to engage with the external bodies you mention. This engagement is discharged through the General Manager for London Trams, the Director of Health Safety & Environment, the Chief Customer Officer and General Counsel. This continues to be the case.

Memorialising Crossrail Deaths and Vision Zero

Question No: 2018/2991

[Caroline Pidgeon](#)

Regarding your response to Question 2018/2614 is TfL now actively engaging with the families of the three cyclists and one pedestrian killed by Crossrail Contractors’ lorries between 14 November 2010 and 10 February 2016 on a suitable memorial, or is this something that will only be initiated once the project is complete and the Elizabeth line is open? Can you provide a commitment on the timing and delivery of this promised action?

Memorialising Crossrail Deaths and Vision Zero

[The Mayor](#)

Last updated: 28 November, 2018

I have asked Transport for London (TfL) to explore a memorial with the families once the Crossrail project is complete and the Elizabeth line is open. At that point I would want to fully understand the wishes of the families of Maria Karsa, Brian Holt, Ted Wood and Claire Hitier-Abadie before determining whether a memorial would be appropriate.

World Leading Bus Safety Standard (1)

Question No: 2018/2992

[Caroline Pidgeon](#)

TfL recently announced its new World Leading Bus Safety Standard on 16 October 2018. How does this World Leading Bus Safety Standard differ substantially from the “Bus Safety Standard” in the “World Leading Bus Safety Programme” announced in a press release by TfL on 1 February 2016?

World Leading Bus Safety Standard (1)

[The Mayor](#)

Last updated: 28 November, 2018

The Bus Safety Standard announcements on 1 February 2016 and on 16 October 2018 are discussing the same thing. What is different is that it has developed from a commitment into a series of concrete measures that are underpinned by in-depth research and counter-measure testing.

Transport for London is now able to forecast how many fewer people will be killed and seriously injured from safety technology and better vehicle design, which shows this methodology was the right one to adopt as part of our Vision Zero approach to the bus network.

The Bus Safety Standard has been developed to ensure it reflects research, is targeted effectively, and allows the best proven measures to be included. More information is available at <http://content.tfl.gov.uk/analysis-of-bus-collisions-and-identification-of-countermeasures.pdf>.

World Leading Bus Safety Standard (2)

Question No: 2018/2993

[Caroline Pidgeon](#)

Given that data from Imperial College's International Bus Benchmarking Group has shown that London is consistently in the bottom third for safety since 2007 and the only city with no improvement on safety, in what way can any bus safety programme involving Transport for London currently be called "world leading"?

World Leading Bus Safety Standard (2)

[The Mayor](#)

Last updated: 28 November, 2018

As far as Transport for London is aware, no other city in the world is looking at harnessing the most effective safety technologies and transforming the design of its buses, based on independent research and testing, to bring down casualties.

London is the first city to commit to, and start introducing, Intelligent Speed Assistance (ISA) technology across its entire bus fleet. It is considered to be a leader in this field by other transport authorities across Europe and beyond, having influenced proposed European vehicle safety regulations (General Safety Regulations). The aim is not just to make bus travel in London the safest in the world – such as in the table you quote – but more importantly, to eradicate deaths in or by buses by 2030 at the latest.

Croydon Tram Crash Investigation: Members of the First Group/TfL Joint Safety Panel

Question No: 2018/2994

[Caroline Pidgeon](#)

Item 47/09/17 of the Minutes of 28 September 2017 meeting of the Safety, Sustainability and Human Resources Panel at TfL states: "Decisions on safety systems took place at a

joint panel attended by FirstGroup and TfL". Please state the names and positions of members of this joint panel at this time.

Croydon Tram Crash Investigation: Members of the First Group/TfL Joint Safety Panel

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Croydon Tram Crash Investigation: Members of the First Group/TfL Joint Safety Panel

[The Mayor](#)

Last updated: 22 January, 2019

The names and positions of the attendees of the joint panel meetings between Tram Operations Ltd and Transport for London (TfL) are provided below. Please note that the people listed below did not necessarily attend every meeting:

Jon Fox (Chair), Director, London Rail

Rory O'Neill, Director, London Trams

Jill Collis, Director, HSE

Cathy Behan, Head of HSE, Surface Transport

Tom Breen, HSE Senior Manager, London Trams

Martin Collett, Head of Engineering, London Rail

William Capps, Head of Engineering, London Trams

Nick Baker, Head of Operations and Contracts, London Trams/ Head of Customer Services and Stakeholder Management, London Rail

Stephen Duckering, Operations Director, Trams Operations Ltd

John Rymer, Managing Director, Trams Operations Ltd

Rob Mair, Senior HSE Manager, London Rail & London Trams

Jackie Townsend, Interim Managing Director, Tram Operations Limited

Gareth Powell, Director, Strategy & Contracted Services

Colin Matlock, Technical Services Manager, London Trams

Notes: Sarah Gardiner

Notes: Kathy Pates, London Trams

Croydon Tram Crash Investigation: Meeting Dates of the First Group/TfL Joint Safety Panel**Question No: 2018/2995**[Caroline Pidgeon](#)

Item 47/09/17 of the Minutes of 28 September 2017 meeting of the Safety, Sustainability and Human Resources Panel at TfL states: "Decisions on safety systems took place at a joint panel attended by FirstGroup and TfL. Please provide the meeting dates of this joint panel from November 2016 to the present.

Croydon Tram Crash Investigation: Meeting Dates of the First Group/TfL Joint Safety Panel[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Croydon Tram Crash Investigation: Meeting Dates of the First Group/TfL Joint Safety Panel[The Mayor](#)

Last updated: 22 January, 2019

The meeting dates of the joint panel from November 2016 to the present are provided below:

14 November 2016

15 November 2016

16 November 2016

17 January 2017

7 February 2017

21 April 2017

9 June 2017

15 September 2017

Croydon Tram Crash Investigation: Documentation associated with the First Group/TfL Joint Safety Panel Meetings**Question No: 2018/2996**[Caroline Pidgeon](#)

Will you ensure the minutes, agendas and all correspondence and documentation associated with this joint panel from November 2016 to present are published.

Croydon Tram Crash Investigation: Documentation associated with the First

Group/TfL Joint Safety Panel Meetings[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Croydon Tram Crash Investigation: Documentation associated with the First Group/TfL Joint Safety Panel Meetings[The Mayor](#)

Last updated: 13 May, 2019

I have asked Transport for London to provide you with this information.

Hammersmith Bridge**Question No: 2018/2997**[Caroline Pidgeon](#)

In February 2018 in answer to Question 2018/0334 you stated: "Based on the latest programme that Transport for London has received from the borough, it is anticipated that main construction will start on site in Autumn 2019." Yet recently in the local media a Hammersmith and Fulham Council spokesperson was quoted as stating: "We don't know why the Mayor's office has given a start date of autumn 2019. This is neither a date we recognise, nor one we've discussed with TfL." Can you please provide an explanation for these differing statements? Please also provide an update as to when TfL finally expects the repair and strengthening work on the bridge to commence.

Hammersmith Bridge[The Mayor](#)

Last updated: 28 November, 2018

The London Borough of Hammersmith and Fulham and Transport for London (TfL) are awaiting a final options report from the engineering consultants. This is expected by the end of 2018. Once a preferred option is agreed, a programme will be prepared by the London Borough of Hammersmith and Fulham, with support and advice from TfL, that reflects the complex nature of these major works.

Previous statements from the two organisations have differed over time due to the timescale uncertainty associated with the complex engineering challenges involved. However, more clarity will be available at the end of the year.

Earl's Court Masterplan**Question No: 2018/2998**[Caroline Pidgeon](#)

Will the expected revised Earl's Court masterplan cover (a) the original 77-acre opportunity area, (b) the 22-acres current owned by EC Properties Ltd, (c) the Lillie Bridge depot site?

Earl's Court Masterplan[The Mayor](#)

Last updated: 28 November, 2018

ECPL recently commenced joint preliminary pre-application discussions with my planning officers and Council planning officers in relation to a revised masterplan for the Earls Court site.

My officers have recently written to Capco to say that a positive way forward would be for Capco to develop new plans that exclude the West Kensington and Gibbs Green estates and include more affordable housing, particularly more social rented homes.

Proposals to build on Shoreditch Park**Question No: 2018/2999**[Caroline Pidgeon](#)

In response to the planning application GLA/4463a/01 for Britannia Leisure Centre in Shoreditch the GLA report stated: "The proposed centre would be entirely located on the existing tennis courts, which lie within Shoreditch Park; therefore, there is no loss of existing green open space, rather the open space lost could be considered previously developed land." Can you clarify that parts of parks that have hardstanding areas are still classified as open space and have the same status as any other part of a park?

Proposals to build on Shoreditch Park[The Mayor](#)

Last updated: 28 November, 2018

Shoreditch Park is a locally designated open space and the tennis courts, which lie within the park, also have this designation. Paragraphs 37 – 40 of my stage 1 consultation response set this out. It was also noted, however, that as the tennis courts are considered to be previously developed land, the proposals will not result in the loss of existing green park land.

The proposals involve the tennis courts being re-provided on the roof of the new building, but in accordance with London Plan Policy 7.18 and draft Policy G4 of the draft London Plan, the loss of the tennis court open space at ground level must be offset by equivalent or better-quality provision within the local catchment area. As table 4 in my stage 1 report notes, the applicant is re-providing a significant quantum of open space; however, to ensure that there is no net loss and to fully justify the development on designated open space, in accordance with London Plan Policy 7.18 and draft London Plan Policy G4, my report noted that the applicant must explore opportunities to provide an additional 'bettered' open space.

Taxi Feed Park electric Taxi Charging Cost**Question No: 2018/3000**[Caroline Pidgeon](#)

Will you make representations to Heathrow Airport Ltd about the high cost of using the electric charging units in the Taxi Feeder Park? The current charges which started on the 31 October 2018 are now so high that they act as an incentive for taxi drivers of the LEVC TX electric taxi to run their vehicles on the range extender petrol generator.

Taxi Feed Park electric Taxi Charging Cost[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Taxi Feed Park electric Taxi Charging Cost[The Mayor](#)

Last updated: 21 May, 2019

I understand Heathrow Airport Limited (HAL) has recently started charging for use of the seven rapid charge points in the Taxi Feeder Park, that TfL provided funding for, after an initial grace period. These are privately run charge points and Transport for London (TfL) does not have any direct influence over tariff levels.

With serious air quality issues within the Heathrow vicinity, greater electric vehicle uptake will help support improvements in air quality in this area and it is disappointing to hear taxi drivers feeling disincentivised to use the points due to cost.

Although HAL assure me that the current charge is only to cover the cost of providing the service I have asked TfL to explore options for lowering the cost, if possible, with HAL as I understand it to be relatively higher than equivalent points in the local area.

Pay for London trainee bus drivers**Question No: 2018/3001**[Caroline Pidgeon](#)

Further to your answers to 2018/2595, 2018/2596 and 2018/2597 you failed to provide an answer as to whether TfL will take any action to ensure that bus drivers, including trainee drivers, who were not paid the London Living Wage for any period of time since 2009 are retrospectively compensated. If TfL has not yet taken this action, will you instruct it to do so?

Pay for London trainee bus drivers[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Pay for London trainee bus drivers

[The Mayor](#)

Last updated: 22 January, 2019

As I explained in my response to Mayor's Question 2018/2595, Transport for London (TfL) wrote to all its bus operators in April 2017 to confirm that trainee drivers should be receiving the London Living Wage, following reports that this was not happening in some cases. I understand the situation has been concluded between the bus operators, TfL and Unite. TfL continues to ask operators to confirm in writing that they are complying each year when the hourly rate is revised.

Use of non-disclosure agreements by Crossrail**Question No: 2018/3002**[Caroline Pidgeon](#)

To ensure there is full transparency over Crossrail would you publicly support Crossrail Ltd adopting a policy of refraining from the adoption of non-disclosure agreements for staff who leave the organisation?

Use of non-disclosure agreements by Crossrail[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Use of non-disclosure agreements by Crossrail[The Mayor](#)

Last updated: 08 January, 2019

Crossrail Ltd is an organisation with its own independent governance. Nonetheless, I support the principle of what you are saying and suggest that Crossrail Ltd should follow Transport for London's (TfL's) approach on this issue.

TfL's position is that no-one leaving the organisation is required to sign a stand-alone Non-Disclosure Agreement. However, the use of Settlement Agreements can include provisions protecting confidential information of the organisation, provided they are used responsibly and that they do not prevent people from raising legitimate concerns about the organisation.

TfL's HR team have been in touch with Crossrail's team to ask that clauses in their Settlement Agreements fit with this principle.

We will continue to report Crossrail termination payments as part of the TfL Annual Report, as we did last year.

Nine Elms Lane and Battersea Park Road**Question No: 2018/3003**[Caroline Pidgeon](#)

Following the recent consultation on Nine Elms Lane and Battersea Park Road please state the reasons why in sections four to seven cycle tracks have been approved, but in sections one to three to date they have not been.

Nine Elms Lane and Battersea Park Road[The Mayor](#)

Last updated: 28 November, 2018

The consultation for the Nine Elms Highways scheme proposed on-carriageway unsegregated mandatory cycle lanes through sections one to three and stepped cycle tracks through sections four to seven.

The consultation feedback showed that stakeholders were keen for us to improve the level of cycling provision in sections one to three. Therefore, Transport for London continues to work closely with the London Borough of Wandsworth to review and modify the proposals for these sections, and to understand the impact this will have on the local area.

In the meantime, TfL is progressing with sections four to seven to ensure these sections are delivered efficiently, in coordination with other development work in the area.

Metropolitan Police call diversions**Question No: 2018/3004**[Caroline Pidgeon](#)

In response to Question No: 2018/2088 you said "Enquiries with BT have been made and they say they have recently started to collect this data but it is not force specific at this time". Will you ask BT to regularly pass on this data to the Met so that call diversions can be closely monitored? Will you also ask BT whether it is possible for them to start collecting force specific data?

Metropolitan Police call diversions[The Mayor](#)

Last updated: 28 November, 2018

We will ask BT if they are willing to share their data with us, but it is important to note that they are under no legal or contractual obligation to do so, especially when that data is not relevant to the MPS.

Metropolitan police response times**Question No: 2018/3005**

Caroline Pidgeon

Will you commit to regularly publishing, and making public, data on Metropolitan Police response times for each categorised 999 call, broken down per month and per borough?

Metropolitan police response times

The Mayor

Last updated: 28 November, 2018

Information on response times is regularly published in the quarterly performance report.

The latest report can be accessed at: www.london.gov.uk/mopac-publications/quarter-4-quarterly-performance-update-report

101 calls**Question No: 2018/3006**

Caroline Pidgeon

How many 101 calls have the Metropolitan Police received since May 2018, broken down per month? Of these, how many were answered within 30 seconds; how many calls were terminated before being answered; what was the average time taken to answer and what was the longest time taken to answer?

101 calls

The Mayor

Last updated: 28 November, 2018

Officers are drafting a response

101 calls

The Mayor

Last updated: 27 December, 2018

Please see Appendix A with the data requested. The longest wait time relates to a single call in the whole month and as such, also provided is the average wait time for the month. The MPS actively promote the online service and many people chose to hang up and go online. It should not, therefore, be assumed that incomplete calls are solely because the caller has given up waiting.

Cladding (1)**Question No: 2018/3007**

Caroline Pidgeon

According to the most recent MHCLG data, 29 London Boroughs have at least 1 building with a cladding system that failed large-scale tests. Brent, Newham, Tower Hamlets, Wandsworth and Westminster have over 11. In May the Government agreed to fund

cladding removal for social sector buildings, but what are you doing to highlight to the relevant private sector building owners the brevity of this situation and encourage urgent remediation work? Furthermore, what are you doing to encourage private sector building owners who are yet to do so, to get their cladding tested?

Cladding (1)

[The Mayor](#)

Last updated: 28 November, 2018

I have raised my concerns over cladding in private sector buildings directly with Ministers, and following pressure from me and others, they announced measures in early summer to enable local authorities to enforce against inactive building owners. Although it is local authorities who are responsible for ensuring that building owners get their cladding tested and, if necessary, their buildings remediated, they need support from Government and so I will keep up the pressure on Government to ensure these measures are implemented as I share your concern at the lack of progress 18 months on from the tragedy at Grenfell.

Cladding (2)

Question No: 2018/3008

[Caroline Pidgeon](#)

Are you able to confirm whether any of the 9 publicly-owned buildings, comprising hospitals and schools, which have been identified as having a cladding system that failed large-scale tests are situated within London? If so, in which boroughs can they be found?

Cladding (2)

[The Mayor](#)

Last updated: 28 November, 2018

The Government's Building Safety Programme holds data on all buildings with failed cladding systems. My team is administering funding for London's social sector residential towers but beyond these buildings we do not have access to the data. Making the data public poses safety risks to those within the buildings. Given the small number of buildings you refer to, providing details of which borough they are in may also make them identifiable and the safety of school children and hospital patients throughout the remediation process should be paramount.

999 call volumes

Question No: 2018/3009

[Caroline Pidgeon](#)

Deputy Commissioner Sir Craig Mackey QPM has said that the Metropolitan Police are doing an internal piece of work investigating what is driving the surge in 999 call volumes. When do you expect this report to be finished?

999 call volumes

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

999 call volumes

[The Mayor](#)

Last updated: 12 June, 2019

The met has not commissioned this piece of work but it has been raised with the new Deputy Commissioner, Sir Steve, to look into. This comment was made by Sir Craig, the previous Deputy.

Broadwater Farm estate ballot

Question No: 2018/3010

[Caroline Pidgeon](#)

Please provide an answer to Question 2018/2570. Can you also confirm whether Haringey Council is now seeking an exemption for a ballot on the demolition of Tangmere and Northolt? If so, can residents trust that you will not approve this exemption?

Broadwater Farm estate ballot

[The Mayor](#)

Last updated: 28 November, 2018

Haringey Council are seeking an exemption to the Resident Ballot Requirement for estate regeneration at Broadwater Farm that involves the demolition of Tangmere and Northolt. The decision regarding an application would be made in accordance with the GLA's governance arrangements for discretionary aspects of the resident ballots funding condition.

Recruiting a diverse police force (1)

Question No: 2018/3011

[Caroline Pidgeon](#)

The Commissioner of the Metropolitan Police has announced that the London residency requirement for police recruitment will be lifted for six months. Were you involved in the discussions which led to this decision and if so, what were your opinions, given its value in increasing diversity and helping to create a police force which is more reflective of the city it serves?

Recruiting a diverse police force (1)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Recruiting a diverse police force (1)

[The Mayor](#)

Last updated: 07 December, 2018

The Commissioner has briefed me on her operational decision to lift the residency criteria and I fully support her decision.

The residency criteria has been a valuable tool in bringing in recruits with prior knowledge of London and boosting police officer diversity but this needs to be balanced against the need to grow police numbers to tackle rising demand.

By increasing the policing precept of council tax and allocating money from business rates to support the police I have provided the means for the Met to recruit an additional 1,000 officers than would otherwise been affordable.

We all want these new officers to arrive as quickly as possible, but it takes time to recruit them. The Met believes the best way to accelerate recruitment is to open-up applications from beyond London.

The Met will continue to place a premium on recruits who have the knowledge and understanding of London, but the current operational imperative is to grow numbers quickly.

The temporary pause in the residency criteria will be reviewed in 6 months' time, when the Met will consider whether to apply the residency criteria once more.

Recruiting a diverse police force (2)

Question No: 2018/3012

[Caroline Pidgeon](#)

In light of the announcement that the London residency requirement for police recruitment will be temporarily lifted, are you still confident you will be able to recruit a police force which is truly reflective of, and understands London's diversity?

Recruiting a diverse police force (2)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Recruiting a diverse police force (2)

[The Mayor](#)

Last updated: 07 December, 2018

The London residency criteria has undoubtedly been beneficial in supporting the Metropolitan Police Service (MPS) to recruit a more diverse workforce.

The MPS has implemented a broad range of actions to improve diversity and it is not easy to separate out the specific impact of the residency criteria. There is a difficult balance that must be struck to meet the operational imperative of growing numbers more quickly.

The MPS remains committed to improving diversity and will continue to push a number of measures such as positive action, mentoring and outreach programmes. I will also continue to challenge the MPS on what they are doing to increase diversity.

The MPS will review the policy in 6 months' time and take a view as to whether the residency criteria should be put back in place. The impact on diversity will form part of this review.

Knife crime

Question No: 2018/3013

[Caroline Pidgeon](#)

In the wake of the recent fatal stabbings, Metropolitan Police Commander Stuart Cundy announced, "We have hundreds of additional duty officers on the streets of every single borough". Please provide a breakdown of how many additional officers have been deployed in each borough.

Knife crime

[The Mayor](#)

Last updated: 28 November, 2018

In response to the recent spate of 5 homicides in 6 days, the MPS has put a response plan into place which will be in effect from the 06th-18th of November. This is in addition to the BCU violence plans which are already in place across the areas. There is a minimum of an additional 2 sergeants and 12 constables, over and above business as usual, working a late shift on every BCU across London. This is to provide public reassurance and to disrupt and detect violent crime and weapon enabled offending.

No-deal Brexit and small businesses

Question No: 2018/3014

[Caroline Pidgeon](#)

I welcome your Brexit Business Resource Hub but in the event of no-deal, would you consider setting up a tailored programme of support specifically for small businesses in London who will be disproportionately hit by the burdens of new administration and reporting duties?

No-deal Brexit and small businesses

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

No-deal Brexit and small businesses

[The Mayor](#)

Last updated: 22 January, 2019

I am happy to explore this as part of my commitment to deliver a series of events and online guides via the Hub after the implications of Brexit become clearer. Support will be tailored in response to the feedback City Hall receives from businesses about the challenges they are facing.

The impact of a no-deal Brexit on science and technology

Question No: 2018/3015

[Caroline Pidgeon](#)

97% of people from the Francis Crick Institute say that science and bioscience are in danger because of Brexit. If we leave the EU without a deal, how will you ensure London remains a leader in science and technology?

The impact of a no-deal Brexit on science and technology

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

The impact of a no-deal Brexit on science and technology

[The Mayor](#)

Last updated: 22 January, 2019

It is evident that a 'no deal' Brexit will require a number of emergency measures that we will call on the government to implement for London, and steps that we could take here at City Hall. The government's technical notices do not provide sufficient information for more detailed 'no deal' planning to take place, but we will continue to push Government to clarify its while our own plans, as much as we are able to do so.

Brexit and the construction industry (1)

Question No: 2018/3016

[Caroline Pidgeon](#)

The Construction Products Association has said that the continued uncertainty over a 'No Deal' Brexit has already had a big impact on construction new orders including in the construction of residential properties in London. Are you confident you will still be able to meet your house building targets if we leave the EU without a deal?

Brexit and the construction industry (1)

[The Mayor](#)

Last updated: 28 November, 2018

As I have warned for some time, a 'No Deal' Brexit would be hugely damaging for London, and it would put new housing supply at risk.

The construction industry and I have repeatedly warned the Government that housebuilders depend upon flows of labour and material from the rest of the EU to build new homes. The

Federation of Master Builders recently urged the Government to ensure construction firms can hire workers of varying skill levels 'before it is too late'.

The Government should heed these warnings from industry, and deliver a Brexit deal and a new immigration system that does not threaten London's homebuilding efforts.

Brexit and the construction industry (2)

Question No: 2018/3017

[Caroline Pidgeon](#)

The Mineral Products Association have said that a 'No deal' Brexit would further threaten construction investment, with the supply chain likely to become early victims of the economic fallout. What conversations are you having with/support are you giving to the construction supply chain about this, given that they are the lifeblood of London's construction and major infrastructure projects?

Brexit and the construction industry (2)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Brexit and the construction industry (2)

[The Mayor](#)

Last updated: 22 January, 2019

My team are in regular dialogue with major infrastructure builders about a wide range of issues. Clearly, a hard or no deal Brexit is the last thing most businesses in the capital want, so I continue to voice concerns they have raised with me about this. I launched a survey of London's business community to determine whether businesses have started to take the necessary steps to prepare for Brexit. It was clear from the responses that businesses feel they've not had sufficient guidance from the Government, which is why I've launched a Brexit portal on the London Growth Hub to help businesses navigate the information and access the support available to them.

Brexit contingency planning

Question No: 2018/3018

[Caroline Pidgeon](#)

What conversations are you having with LLDC and OPDC about the prospect of a no-deal Brexit? Are they drawing up their own contingency plans? If so, how are you supporting this work?

Brexit contingency planning

[The Mayor](#)

Last updated: 28 November, 2018

LLDC and OPDC plan for a range of risks that could affect the delivery of our major projects. In relation to Brexit, this includes contingency planning for the impact of a no-deal Brexit, particularly on construction prices and labour and materials availability.

People's Vote

Question No: 2018/3019

[Caroline Pidgeon](#)

I very much welcome your support for a People's Vote and attendance at the People's Vote march. What concrete action will you now be taking as Mayor to persuade the Government of the importance of ensuring that the public has the final say on the final Brexit deal?

People's Vote

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

People's Vote

[The Mayor](#)

Last updated: 22 January, 2019

The Prime Minister's proposed deal with the EU risks damaging jobs and growth for the next generation. However, this deal still needs approval by Parliament and ratification by the EU. MPs must now act in the national interest. They should not support an agreement that damages our public services and makes it harder for our children and grandchildren. I have called for the British public to be given a say on the terms of the final deal - with staying in the European Union an option on the ballot paper.

Brexit and the police

Question No: 2018/3020

[Caroline Pidgeon](#)

In September, Metropolitan Police Commissioner Cressida Dick said the police were now "taking up the slack of other public services that are struggling to deliver." Are you concerned that the pressure put on healthcare services by a potential no-deal Brexit could put further pressure on the police, in areas such as mental health? How will you mitigate this?

Brexit and the police

[The Mayor](#)

Last updated: 28 November, 2018

The biggest challenge facing the future of policing in London is the combination of rising demand alongside continued cuts. And it's not just crime that has driven this increase. The Commissioner is correct; cuts to local authorities, health and social care and youth services also means that policing, as the service of last resort, is being forced to pick up the pieces.

Any form of Brexit would result in fewer jobs and less prosperity, and this can only increase the pressure on our already strained public services. I will continue to fight for the Met to have the resources they need to keep London safe and press for a public vote on any final Brexit scenario.

The Cardiff Model

Question No: 2018/3021

[Caroline Pidgeon](#)

In response to Question 2018/1741 you said you were “working closely with Chelsea and Westminster [emergency department] to ensure that they are sharing as well as collecting” assault data. You also said they were in the process of implementing a new data system which may have had an effect on their ability to share data. Can you confirm (i) whether this data system has now been implemented, (ii) whether data is now being shared and (iii) whether information on backdated incidents has been shared.

The Cardiff Model

[The Mayor](#)

Last updated: 28 November, 2018

Since my earlier response to Mayor’s Question 2018/1741, Chelsea and Westminster emergency department have ceased to engage with my team, and data is therefore not being shared. Given this, we are not in a position to ascertain whether the new data system has been implemented.

MOPAC wrote to the Chief Executive and Emergency Department Consultant at Chelsea and Westminster about this on 10th September and are liaising with NHS England to try and progress this. All other hospitals are actively engaging with the programme.

Cars for NPCC officers

Question No: 2018/3022

[Caroline Pidgeon](#)

What was the capital budget for cars allocated to NPCC officers in 2017-18 and the forecast for 2018-19? Please provide a breakdown of the costs covering insurance, fuel, maintenance and staffing.

Cars for NPCC officers

[The Mayor](#)

Last updated: 28 November, 2018

The capital costs for cars are:

Capital Costs

FY 2017/18 2018/19

Qty 0 3

Purchase Cost Total £0.00 £89,600.28

The revenue costs are:

Revenue Costs

FY 2017/18 2018/19

Qty 24 16

Insurance £1,768.56 £1,179.04

Maintenance £173,875.94 £149,448.88

Management Fee £42,014.70 £30,788.10

MPS Staff £10,738.74 £10,738.74

Running Costs Total £228,397.94 £192,154.76**Child Abuse and Sexual Offences Command****Question No: 2018/3023**

[Caroline Pidgeon](#)

Please provide the number of dedicated officers, number of dedicated staff, and the dedicated funding for the Child Abuse and Sexual Offences Command for the years 2016/17 and 2017/18.

Child Abuse and Sexual Offences Command

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Child Abuse and Sexual Offences Command

[The Mayor](#)

Last updated: 17 July, 2019

It is not possible to provide comparable figures due to the restructuring of Commands over the years.

The Child Abuse and Sexual Offences (CASO) Command did not exist in 2016/17. Child abuse and sexual offences were investigated by the Sexual Offences, Exploitation & Child Abuse (SOECA) Command during this period.

In June 2016, 1,215 police officer and police staff posts were transferred from SOECA to form CASO. CASO consists of police officers and police staff that work to investigate allegations of serious sexual offences and offences against children as well as supporting the victims of these offences.

In February 2019, as part of the drive to strengthen local policing, CASO itself, comprising of 1,088 officer and 115 staff posts, was moved into local Basic Command Units (BCUs) and amalgamated with other local safeguarding elements.

Currently, over 2,500 officers and 230 staff are involved in safeguarding.

As the safeguarding strand combines areas formerly managed by CASO (e.g. child abuse and rape investigation) with other safeguarding matters, it is not possible to offer a comparison of posts between the two. The Metropolitan Police Service (MPS) is also unable to disaggregate the funding of CASO.

Cost of flights and hotels for MPS officers

Question No: 2018/3024

[Caroline Pidgeon](#)

What is the cost of (1) flights, and (2) hotels for MPS officers for 2016-17, 2017-18 and 2018-19 to date. Please also break down the costs for the flights for each year by first class, business and economy.

Cost of flights and hotels for MPS officers

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Cost of flights and hotels for MPS officers

[The Mayor](#)

Last updated: 20 August, 2019

The MPS expect MPS personnel to travel by the most economical means possible that is compatible with the requirements of the deployment. MPS Travel Services book the cheapest available travel at the time of booking.

All international flights are authorised by NPCC officers and UK flights by OCU Commanders. Business Class travel can be authorised by NPCC officers for flights in excess of 6 hours. The majority of officers flying First/Business Class are protection officers who are accompanying their principal.

The figures in both tables below are for MPS officers/staff, National Police Chief Council officers/staff, and non-MPS Counter Terrorism officers/staff. Around 85-88% of the cost is for externally funded policing.

The increase in flight costs between 2017/18 and 2018/19 is due to an increase in demand, including a significant increase in long haul travel, with Specialist Ops and in particular the Royalty and Specialist Protection command, experiencing additional demand.

Hotel costs are indicative spends as provided by the Travel Provider. MPS Travel Services do not hold the actual costs incurred as the hotels operate a policy of payment on

departure (PoD) by the individual who used the hotel premises. MPS personnel reclaim the expenses incurred by submitting claims for reimbursement to their own OCU.

(1) Total cost of flights per FY and breakdown of First and Business class travel:

| Period | Ticket Class | Total (£m) |
|--------------------------|---|----------------------|
| 1 Apr 2016 - 31 Mar 2017 | First Class | £0.141 |
| | Business Class Premium Economy Economy | £1.373 £0.575 £1.382 |
| | Total | £3.471 |
| 1 Apr 2017 - 31 Mar 2018 | First Class | £0.263 |
| | Business Class Premium Economy Economy | £1.031 £0.537 £1,589 |
| | Total | £3.420 |
| 1 Apr 2018 - 31 Mar 2019 | First Class | £0.167 |
| | Business Class Premium Economy Economy | £1.960 £1.181 £1.312 |
| | Total | £4.620 |

(2) Total cost of hotels per FY:

| Period | Hotel Total Cost |
|--------------------------|-------------------------|
| 1 Apr 2016 - 31 Mar 2017 | £1,119,410 |
| 1 Apr 2017 - 31 Mar 2018 | £1,635,784 |
| 1 Apr 2018 - 31 Mar 2019 | £2,026,105 |

Police Community Support Officers

Question No: 2018/3025

[Caroline Pidgeon](#)

Please provide an answer for Question 2018/2100, asked in September. Since you failed to provide a response, please now give the figures as at November 2018.

Police Community Support Officers

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Police Community Support Officers

[The Mayor](#)

Last updated: 12 June, 2019

This question was answered in a recent letter which was sent to your office on 14th May 2019.

Air quality in Brent (1)

Question No: 2018/3026

[Caroline Pidgeon](#)

What are your reasons for not including the North Circular in the Ultra-Low Emission Zone?

Answer for Air quality in Brent (1)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Air quality in Brent (1)

[The Mayor](#)

Last updated: 07 December, 2018

The Ultra Low Emission Zone (ULEZ) boundary was designed to ensure a consistent, clear and navigable boundary for drivers. Including the North Circular in the ULEZ (when it is expanded in 2021) is likely to divert vehicles along parallel routes that are less suitable for traffic than the North Circular itself.

My proposals mean that, from October 2020, strict new emissions standards for buses, coaches and lorries will be introduced across the whole of London, including the North Circular. When combined with the expansion of the ULEZ in October 2021, all areas of London are expected see reductions in dangerous NOx emissions, including on the North and South Circular Roads.

Air quality in Brent (2)

Question No: 2018/3027

[Caroline Pidgeon](#)

How are you working with the London Borough of Brent to improve North Circular air quality, and what steps are you taking to facilitate this?

Answer for Air quality in Brent (2)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Air quality in Brent (2)

[The Mayor](#)

Last updated: 07 December, 2018

I work with outer London boroughs by providing support and guidance on tackling air pollution through the London Local Air Quality Management framework and funding through the Mayor's Air Quality Fund. The fund is currently open for applications with a £6 million funding pot available for this round. All London boroughs, including Brent, are invited to submit an application.

It is important to note that despite not being covered by the expanded Ultra Low Emission Zone (ULEZ), the North Circular will see an improvement in air quality as a result of the strengthening of the Low Emission Zone (LEZ) in 2020 and expansion of the ULEZ in 2021. All areas along the expanded ULEZ boundary are expected to see road transport NOx reductions of between 20 and 30 per cent.

The impact of the changes to LEZ and ULEZ on NO2 concentrations at roadside level is shown in the Supporting Information document to the consultation on these changes: <https://consultations.tfl.gov.uk/environment/air-quality-consultation-phase-3b/?cid=airquality-consultation>

Air quality in Brent (3)

Question No: 2018/3028

[Caroline Pidgeon](#)

Will you commit to ensuring that the Kensal Corridor Public Realm proposals deliver demonstrable and measurable cleaner air outcomes for Ark Franklin school-children?

Answer for Air quality in Brent (3)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Air quality in Brent (3)

[The Mayor](#)

Last updated: 07 December, 2018

The Kensal Corridor scheme is being led by Brent Council. The proposals include wider footways, new bus shelters, extra cycle parking, and improved parking and loading arrangements. The scheme would also improve bus priority and contribute to improved air quality resulting from a significant number of new trees and plants, which help absorb pollutants and improve the local environment, including in the vicinity of Ark Franklin School. Transport for London is considering whether to contribute funds to the scheme through its Bus Priority programme, subject to confirmation of the Healthy Streets and Bus Priority benefits that could be delivered through the proposals.

Art Franklin Primary School was selected to receive an air quality audit as part of my School Air Quality Audit Programme. The audit report has now been published and contains recommendations that, if implemented, could contribute to reducing exposure by children attending the school on their journey to and from and whilst at the school. I have also

provided a £10,000 started grant to help the school with funding implementation of some of the recommendations.

Brent Council will continue to monitor air quality levels in this area, and elsewhere across their borough.

Safer Neighbourhood Teams

Question No: 2018/3029

[Caroline Pidgeon](#)

Please provide an answer for Question 2018/2099, asked in September. Since you failed to provide a response, please now give the figures as at November 2018.

Answer for Safer Neighbourhood Teams

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Safer Neighbourhood Teams

[The Mayor](#)

Last updated: 12 June, 2019

This question was answered in a recent letter sent to your office on 14th May 2019.

New West End Company multi agency team (1)

Question No: 2018/3030

[Caroline Pidgeon](#)

As part of the New West End Company multi agency team, can you confirm that the Metropolitan Police will fund and provide ring-fenced resources to tackle crime and anti-social behaviour in the New West End Company Business Improvement District (BID) area? If so, (i) why was it decided that ring-fenced resources should be provided for this area in particular, (ii) how many officers will be provided (iii) how much will this cost and (iv) for how long will this arrangement be in place?

New West End Company multi agency team (1)

[The Mayor](#)

Last updated: 28 November, 2018

The new 'West End Multi-Agency' team launched on the 17th October and will run for a trial period until Feb 2019.

The team consists of:

- 1 Police Sergeant & 6 Constables,
- 10 Private security wardens,
- 2 Outreach support workers,

- 4 City Inspectors (Westminster City Council)

The police resources are not funded, or ring-fenced.

These officers are not an additional resource to the area and were already members of the Police ORB (Oxford St, Regents St & Bond St) team.

This trial has two main objectives:

- to identify methods to reduce demand on police resources and prevent crime & Anti-Social Behaviour (ASB) through multi-agency working & problem solving; and
- to develop new and innovative policing tactics for delivery across the whole of the West End following the implementation of the Basic Command Unit (BCU) model in Feb 2019.

New West End Company multi agency team (2)

Question No: 2018/3031

[Caroline Pidgeon](#)

Will a model similar to the New West End Company multi agency team be available to other Business Improvement Districts and do you think there is capacity for such initiatives as the BCU model is fully rolled out?

New West End Company multi agency team (2)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

New West End Company multi agency team (2)

[The Mayor](#)

Last updated: 22 January, 2019

As per my response to Mayor's Question 2018/3030 this is a localised trial of multi-agency cooperation within a challenging area of Westminster.

The Metropolitan Police Service (MPS) will look to identify the key learning from the trial and work with local partners to determine the best delivery model for the West End policing teams.

Strategic Walking Analysis

Question No: 2018/3032

[Caroline Pidgeon](#)

When will TfL publish its Strategic Walking Analysis?

Strategic Walking Analysis

[The Mayor](#)

Last updated: 28 November, 2018

The Strategic Walking Analysis will be made available in December 2018. The technical report and summary guidance documents will be published by the end of the 2018/19 financial year.

Healthy Street Checks for Designers

Question No: 2018/3033

[Caroline Pidgeon](#)

How many Healthy Street Checks for Designers has TfL carried out in 2018?

Healthy Street Checks for Designers

[The Mayor](#)

Last updated: 28 November, 2018

The Healthy Street Checks for Designers are undertaken at various stages of the project lifecycle, including option selection, concept design and detailed design. The checks apply to projects expected to cost over £200,000 and which have a significant impact on people's street experience.

32 Healthy Street Check for Designers were undertaken by Transport for London on projects located on the Transport for London Road Network so far in 2018. Project examples include Highbury Corner and Old Street Roundabout.

Bus fleet (1)

Question No: 2018/3034

[Caroline Pidgeon](#)

Please provide the total number of vehicles in TfL's current bus fleet. Of these, how many are (i) diesel, (ii) hydrogen fuel-cell, (iii) hybrid and (iv) fully electric buses?

Bus fleet (1)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Bus fleet (1)

[The Mayor](#)

Last updated: 07 December, 2018

The total number of vehicles in Transport for London's (TfL's) current fleet is 9,300 buses. There are around 5,650 conventional diesels, 3,510 diesel-electric hybrids, 130 pure electrics and 10 hydrogen fuel-cells. More than 60 per cent of the fleet is now at the ultra-clean Euro VI engine emission standard, demonstrating that are TfL well on the way to the bus fleet being entirely Euro VI or better by 2020.

Bus fleet (2)**Question No: 2018/3035**[Caroline Pidgeon](#)

The Transport Strategy states that all single decker buses in central London will be electric or hydrogen by 2020. How many single decker buses currently operate in central London? In relation to this target, what do you define as 'central London'?

Bus fleet (2)[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Bus fleet (2)[The Mayor](#)

Last updated: 18 February, 2019

The area referred to in my Transport Strategy is the central London Ultra Low Emission Zone, which is the same area as the Congestion Charge Zone. The target is for all single-deck buses entering this zone to be zero emission from 2020, rather than an absolute number as network changes can take place which can make this number vary. Currently, up to 180 single deck buses operate in the central London area, and more than 100 of these are zero-emission.

Bus fleet (3)**Question No: 2018/3036**[Caroline Pidgeon](#)

Transport for London's bus fleet audit is published quarterly. The latest available report is 30th September 2017. Please publish the latest audit, and ensure that this is published quarterly as promised.

Bus fleet (3)[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Bus fleet (3)[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Bus fleet (3)[The Mayor](#)

Last updated: 07 December, 2018

The next bus fleet report will be published on the Transport for London (TfL) website by the end of December and will reflect the position as of March 31, 2018. The report will be produced annually after this as TfL streamlines its operations.

Barking to Gospel Oak London Overground Line

Question No: 2018/3037

[Caroline Pidgeon](#)

I understand that on Saturday 10 November 2018 there were 23 trains cancelled on this line and on Sunday 11 November 2018 a further 39 trains were cancelled. Please set out the reasons for this exceptionally high number of cancellations that were not publicised beforehand. Please also provide an update as to when the line will start to meet in full its published timetable.

Barking to Gospel Oak London Overground Line

[The Mayor](#)

Last updated: 28 November, 2018

In order to accommodate the delay to the new trains, Arriva Rail London (ARL) negotiated an extension to the lease of the diesel trains, which currently run on the line. These trains were due to be overhauled some time ago and are becoming increasingly unreliable.

ARL and Transport for London (TfL) were in discussions until late on Friday 10 November to retain one of the diesel trains currently running on the line. However, despite their best efforts, the seventh spare train had to be released to be overhauled before being redeployed elsewhere in the country.

As a contingency, TfL instructed ARL and its maintenance contractor to do all it could to run the full timetabled service with the six remaining trains. However, it became clear at a late stage that this would not be possible. Therefore, regrettably, some services had to be cancelled in order to carry out essential train maintenance works.

TfL has subsequently published plans for trains to run less frequently at weekends, when passenger numbers are lower. This is to enable preventative maintenance to take place at the weekend to increase the likelihood of a reliable weekday service, until the new trains begin to be introduced. TfL has informed customers of these temporary changes through information at stations, emails, its website and social media.

TfL has apologised for the inconvenience this will cause and will continue to work closely with all parties to introduce the new trains and meet the full timetable as soon as possible.

Barking - Gospel Oak line train shortage (1)

Question No: 2018/3038

[Caroline Pidgeon](#)

What steps are you taking to protect the line's commuters from ad hoc cancellations due to a lack of trains?

Barking - Gospel Oak line train shortage (1)[The Mayor](#)

Last updated: 28 November, 2018

Transport for London (TfL) is working as hard as possible to ensure its supplier, Bombardier Transportation, delivers the new electric trains as soon as possible, and to minimise disruption to its customers in the meantime. I have personally spoken to the President and Chief Executive Officer of Bombardier to express my extreme disappointment at the continuing delays and to demand his organisation does everything possible to get the new trains into passenger service as quickly as possible.

To allow train maintenance work to be carried out to increase the likelihood of a reliable weekday service, trains will run less frequently at weekends, when passenger numbers are lower. This will continue until the new trains begin to be introduced. TfL will publicise these temporary changes and will continue to work closely with Arriva Rail London and its train maintenance contractor to avoid unplanned cancellations.

TfL will also continue to run supplementary bus services in addition to the scheduled train service to provide additional capacity from Leyton Midland Road and Leytonstone High Road on weekday mornings. These stations are particularly busy during the morning peak, and the buses provide passengers with an alternative route should they wish to use it.

Barking - Gospel Oak line train shortage (2)**Question No: 2018/3039**[Caroline Pidgeon](#)

What steps are you taking, using compensation from Bombardier for late delivery of the Class 710s, to obtain additional trains to make good the loss of two trains from the line, including using the two Class 378 units currently on a refresh programme in 4-car mode?

Barking - Gospel Oak line train shortage (2)[The Mayor](#)

Last updated: 28 November, 2018

Transport for London (TfL) looked at all options to acquire alternative trains, including using the Class 378 units currently in use on other parts of the London Overground network. However, these proved not to be feasible for various reasons, including driver training, train length and reducing services on other parts of the network.

TfL continues to run the supplementary bus services which have been providing additional capacity from Leyton Midland Road and Leytonstone High Road on weekday mornings.

Implications of Autumn Budget statement on the Silvertown Tunnel**Question No: 2018/3042**[Caroline Russell](#)

In his Autumn Budget, the Chancellor stated that the use of Private Finance Initiative (PFI) would be abolished for future projects. What are the implications for your plans to build a road tunnel at Silvertown?

Implications of Autumn Budget statement on the Silvertown Tunnel[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Implications of Autumn Budget statement on the Silvertown Tunnel[The Mayor](#)

Last updated: 27 December, 2018

The budget announcement states that the Chancellor will not sign any new Private Finance Initiatives. The Treasury has confirmed that this decision does not apply to devolved authorities, including Transport for London (TfL).

Silvertown Tunnel spend on Development Consent Order process in 2019/20**Question No: 2018/3043**[Caroline Russell](#)

How many hours of Transport for London (TfL) employee time will be spent on the Development Consent Order process for the Silvertown Tunnel in 2019/20, and what will be the cost to TfL?

Silvertown Tunnel spend on Development Consent Order process in 2019/20[The Mayor](#)

Last updated: 28 November, 2018

Transport for London (TfL) currently forecasts that approximately 6,300 hours of TfL employee time will be spent in relation to the Development Consent Order (DCO) process in 2019/20. This is estimated to cost approximately £300k.

The DCO for the Silvertown Tunnel was granted in May 2018, and so TfL employee time is now focussed on fulfilling the detailed requirements and obligations to which TfL committed during the DCO process. This includes, for example, further traffic, noise and air quality monitoring to continue to assess the scheme's impacts as it progresses.

Delivery of protected cycle routes (2)**Question No: 2018/3044**[Caroline Russell](#)

Thank you for your answer to my question 2018/1435, in which you told me that you had delivered 10 km of properly protected cycle lanes. How many more kilometres of protected cycle lanes have you delivered since you gave me this answer in June, and how many of these are on superhighway routes?

Delivery of protected cycle routes (2)[The Mayor](#)

Last updated: 28 November, 2018

My response to Mayor's Question 2018/1435 last June referred to 10km of protected space for cyclists delivered across the Cycle Superhighways programme. Since then, a further 1.5km has been delivered as a result of the opening of the second phase of CS6. In addition to this, over 30km of protected space across the Quietway and Mini Hollands programme has also been delivered during my Mayoralty.

Southeastern service between St Pancras and Stratford International**Question No: 2018/3045**[Caroline Russell](#)

A constituent has raised the anomaly within the Oyster-Contactless system whereby journeys between Stratford International and St Pancras (on Southeastern) are not included in a daily cap due to it being regarded as a 'premium' service by Southeastern. What steps will you take to press for this journey to be included within the daily cap, given that Southeastern has, to date, not been prepared to accept the reduction in its revenue that would result from allowing caps to apply and accepting Travelcards?

Southeastern service between St Pancras and Stratford International[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Southeastern service between St Pancras and Stratford International[The Mayor](#)

Last updated: 07 December, 2018

I understand that all customers using the High Speed 1 service, including between Stratford and St. Pancras International, pay premium fares which are higher than Southeastern's standard fares and which are not included in the daily Pay As You Go cap. These are authorised by the Department for Transport (DfT) and are intended to help recover the cost of constructing the high speed link.

However, the DfT announced on 30 November 2018 that Pay As You Go fares will be extended to a number of stations beyond London starting Spring 2019. This means that the

Stratford to St. Pancras International journey is now the only rail journey (other than the Heathrow Express) that can be made in London without being included in the daily fares cap.

My Deputy Mayor for Transport, Heidi Alexander, will write to the DfT and urge them to reconsider the policies on premium fares on this route. If these are revised, Southeastern would need to apply Pay As You Go fares along the Stratford to St. Pancras route.

Bus driver homes

Question No: 2018/3046

[Caroline Russell](#)

On 23 October 2018 at 9.40 am, you tweeted: "I'm the first Mayor of London with a dedicated programme to get new council homes built. We need homes for nurses, cleaners, bus drivers and all Londoners - not penthouses that sit empty." A constituent who is a bus driver would like to know how to apply for one of these homes?

Bus driver homes

[The Mayor](#)

Last updated: 28 November, 2018

These new council homes for rent will be allocated to Londoners through local authorities' Housing Needs Registers, in the same way as existing council and other social rented homes that become available to let.

Applications to join Housing Needs Registers need to be made directly to local authorities.

Liveable Neighbourhoods Programme spending (1)

Question No: 2018/3047

[Caroline Russell](#)

Thank you for your answer to my question 2018/1441. How much funding was granted to each of these liveable neighbourhoods schemes?

Liveable Neighbourhoods Programme spending (1)

[The Mayor](#)

Last updated: 28 November, 2018

Each scheme was allocated the following funding to allow the boroughs to take forward their feasibility design options:

| Scheme | Initial allocation £k |
|-----------------------------------|------------------------------|
| Ealing – West Ealing | 132 |
| Greenwich – Greenwich Town Centre | 285 |
| Hackney – Hackney Central | 176 |
| Haringey – Crouch End | 175 |

| | |
|-------------------------------------|-----|
| Havering – Romford Ring Road | 220 |
| Lewisham – Deptford Parks | 157 |
| Waltham Forest – Coppermill Village | 105 |

Liveable Neighbourhoods Programme spending (2)

Question No: 2018/3048

[Caroline Russell](#)

Thank you for your answer to my question 2018/2513 in which you told me that the Liveable Neighbourhoods Programme has a total budget of £115 million (over the TfL business plan). Could you break down this budget into an expected spend for each year of the Transport for London (TfL) business plan?

Liveable Neighbourhoods Programme spending (2)

[The Mayor](#)

Last updated: 28 November, 2018

The breakdown of the £115m as per Transport for London's 2017 Business Plan is:

| 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | Total £m |
|---------|---------|---------|---------|---------|---------|----------|
| 1 | 7 | 19 | 28 | 30 | 30 | 115 |

Civil Aviation Authority backing for concentrated flight paths

Question No: 2018/3049

[Caroline Russell](#)

In light of the CAA endorsement of the concentrated flight paths at City Airport and given your representation to the Civil Aviation Authority (CAA) that: "there must be a fairer distribution of flightpaths that will address the severe noise impacts," are you considering any action?

Civil Aviation Authority backing for concentrated flight paths

[The Mayor](#)

Last updated: 28 November, 2018

On 22 October 2018, the Civil Aviation Authority (CAA) published its review into the flight path changes at London City Airport, after a delay of over a year. The report findings were disappointing but not surprising given the narrow remit of the CAA review.

Local communities continue to suffer severe noise impacts as a result of the concentrated flight paths which the Airport chose to implement.

The Airport has a responsibility to its local communities and this will be a critical factor as it embarks on a process of developing a new masterplan.

The Deputy Mayor for Transport will be raising the issue of the concentrated flight paths and their severe impacts directly with the new Chief Executive Officer of London City Airport when they meet next month.

World Health Organisation aircraft noise limits

Question No: 2018/3050

[Caroline Russell](#)

For average aviation noise exposure, the recently published World Health Organisation (WHO) report, Environmental Noise Guidelines for the European Region, strongly recommends: "reducing noise levels produced by aircraft below 45 dB Lden, as aircraft noise above this level is associated with adverse health effects." Your London Environment Strategy refers to aviation noise contours in excess of 55dB, but will you include the new WHO guideline limits in your legal case against a third runway at Heathrow?

World Health Organisation aircraft noise limits

[The Mayor](#)

Last updated: 28 November, 2018

I welcome publication by the World Health Organisation (WHO) Europe of its updated guidelines for environmental noise on 10 October 2018. The report highlights the growing evidence linking significant aircraft noise exposure to serious health conditions including heart attacks and strokes and recommends stringent noise limits for aviation as a result.

It would not be possible to challenge the Government's National Policy Statement (NPS) on the basis of the updated WHO guidelines as they were not available at the time the NPS was published. However, noise remains an important element of my legal challenge of the NPS and I am making the case that the NPS failed to take proper account of existing noise regulations at both EU and national level and to fully assess the impacts on local communities.

I understand that the Government is in the process of developing a new national aviation strategy. I will be pressing Government to ensure that the new strategy incorporates the WHO guideline limits and establishes an effective independent regulator with the power to monitor compliance and impose penalties where required.

New schools in polluted areas

Question No: 2018/3051

[Caroline Russell](#)

The National Institute for Health and Care Excellence (NICE) guidelines, Air pollution: outdoor air quality and health, published in June 2017, recommends: "minimising the exposure of vulnerable groups to air pollution by not siting buildings (such as schools, nurseries and care homes) in areas where pollution levels will be high." What measures in your new London Plan will protect all these vulnerable groups?

New schools in polluted areas[The Mayor](#)

Last updated: 28 November, 2018

My new London Plan is clear that particular care should be taken to prevent increased exposure at developments that are to be used by large numbers of people who are particularly vulnerable to poor air quality, such as children or old people. More broadly my new London Plan introduces policies such as Air Quality Positive which will ensure that new buildings contribute actively to a progressive reduction in the total amount of London's emissions and associated exposure.

This is complemented by policies which require the mitigation of poor air quality to be considered in preparing planning policies right through to the design of new developments. This means that while building new schools at sites where pollution levels are stubbornly high should be avoided, even on less polluted sites new schools should be designed to minimise exposure in playgrounds and classrooms.

Specific policies also require that schools and health centres are easily accessible by public transport, walking and cycling. This will help reduce emissions around these facilities as well as requiring school entrances and playgrounds to be located away from busy roads; reducing children and patients daily exposure to air pollution.

Ultimately, however, to improve air quality for everyone (including those at school) it is important that Government supports my efforts to clean up London's filthy air throughout the city. I am investing approximately £800m to deliver far-reaching programmes to address the threat to health from poor air quality, including by phasing out pure diesel buses and, from the start of this year, purchasing only hybrid or zero-emission double decker buses, no longer licencing new diesel taxis and, crucially, introducing the world's first Ultra Low Emission Zone (ULEZ) in April 2019. But I need further powers to tackle non-transport source of pollution, which make up around half of the emissions in London.

Barnet Council decision to stop food waste collection**Question No: 2018/3052**[Caroline Russell](#)

Are you aware that at the Barnet Council meeting on 30 October 2018, (<https://barnet.moderngov.co.uk/documents/b31273/Questions%20to%20the%20Leader%2030th-Oct-2018%2019.00%20Council.pdf?T=9>) the leader of the Council was asked: "Will the Leader guarantee that a separate food waste collection will be restored in Barnet?" and, in answer, he said "No." What is your response to this, given your policy requiring all London waste collection authorities to provide such a service to all kerbside properties, as a minimum, by 2020 at the latest?

Barnet Council decision to stop food waste collection[The Mayor](#)

Last updated: 28 November, 2018

On the 28th of September, the London borough of Barnet and the GLA reached an agreement that Barnet Council would only temporarily suspend its food waste collection and undertake an independent review of its recycling collection services to see where they could be improved.

Since that time, officers from our respective organisations have worked diligently and positively in delivering the terms of that agreement. Public communications were issued by Barnet that made the temporary nature of the suspension clear. They also stated that it would be reintroduced in line with the requirements of my London Environment Strategy (by 2020) and that residents should retain their brown 'caddies' in anticipation of the reintroduction of the service. In addition, my officers report good progress on the independent review of the service that I insisted upon prior to the services reintroduction.

Given this, I was surprised and concerned at the public responses by the Leader of the Council and the Cabinet member which appeared to contradict our agreement, and which could cause confusion for Barnet's residents.

I have therefore written to the Leader expressing concern and requesting that our agreement is accurately reflected in future public communications, especially with the public.

T-Charge

Question No: 2018/3053

[Caroline Russell](#)

The T-Charge was introduced on 23 October 2017. What has been the effect on both emissions and concentrations of the main pollutants?

T-Charge

[The Mayor](#)

Last updated: 28 November, 2018

On 23 October 2017, I launched the new T-Charge – which is the toughest enforced emission standard of any world city. This is an interim measure until the Ultra Low Emission Zone commences, starting in central London in April 2019. Since the introduction of the T-Charge, the number of non-compliant vehicles has reduced by nearly 1,300 a day. Roughly 95 per cent of all vehicles in the T-Charge zone now meet the T-Charge Euro 4 standard.

Transport for London estimated that the T-Charge would reduce NOx emissions from cars by around 2 per cent. Since the introduction of the T-Charge in October 2017, there has been an 8 per cent average fall in NO2 concentrations in the T-Charge zone. This is likely to be a result of the package of measures that have been introduced, which include the T-Charge and bus improvements.

Higher levels of pollution on Brixton Road (3)**Question No: 2018/3054**

Caroline Russell

Thank you for your answer to my question 2018/2530. Regarding the unexpected deterioration of air quality recorded at the monitoring site on Brixton Road, which you commissioned Kings College to investigate, are you factoring this into the modelling of your forthcoming Central London Ultra Low Emission Zone (ULEZ) and future ULEZ phases?

Answer for Higher levels of pollution on Brixton Road (3)

The Mayor

Last updated: 28 November, 2018

Officers are drafting a response

Higher levels of pollution on Brixton Road (3)

The Mayor

Last updated: 07 December, 2018

Air quality on Brixton Road has improved since the introduction of the Low Emission Bus Zone with annual mean NO₂ concentrations reduced by around 17 per cent and an 85 per cent reduction in the number of hourly mean exceedances for NO₂.

This is based on measured concentrations from 2016 to 2018. These changes do not include the impacts of the world's first Ultra Low Emission Zone (ULEZ) from April 2019, strengthening the Low Emission Zone standards for heavy vehicles from 2020 and expanding the Ultra Low Emission Zone from 2021.

The impacts of these policies (which assume London's entire bus fleet are Euro VI or better) are set out in the consultation materials available at:
<https://consultations.tfl.gov.uk/environment/air-quality-consultation-phase-3b/>.

Engine idling and the Driver and Vehicle Licensing Agency (3)**Question No: 2018/3055**

Caroline Russell

Thank you for your answer to my question 2018/0103. You said that your officers were awaiting feedback on the proposal for the Driver and Vehicle Licensing Agency (DVLA) to issue reminders during the Vehicle Excise Duty renewal process that engine idling is a traffic offence. Have your officers now received any feedback and what was it?

Answer for Engine idling and the Driver and Vehicle Licensing Agency (3)

The Mayor

Last updated: 28 November, 2018

Officers are drafting a response

Engine idling and the Driver and Vehicle Licensing Agency (3)

[The Mayor](#)

Last updated: 22 January, 2019

The DVLA have considered the proposal and have since advised my officers that they are unable to take it forward. There is very little 'free' space on the tax reminder to host such a message and they need to prioritise the content on the form with focus being vehicle tax compliance and the accuracy of the vehicle record.

London Pension Fund Authority and managing climate change risks

Question No: 2018/3056

[Caroline Russell](#)

Other than divestment, does the London Pension Fund Authority (LPFA) have climate change policies and a decarbonisation target for its investment portfolio? If not, will you ask the LPFA to review its policies and put in place a decarbonisation target that takes account of the publication in October 2018 of the Intergovernmental Panel on Climate Change (IPCC) report, Global Warming of 1.5C?

London Pension Fund Authority and managing climate change risks

[The Mayor](#)

Last updated: 28 November, 2018

LPFA's objective is to identify and manage the investment risks potentially faced from Climate Change. LPFA has a clear Climate Change Policy, agreed in June 2017, which requires its managers to actively identify, manage, and report on the climate risk of investments. As part of the policy, the LPFA will be considering the portfolio's alignment with the emissions trajectory needed to meet the Paris Agreement targets. The LPFA is committed to working to enrich the ongoing consideration of how and when climate change risks could materialise and impact Fund value. The LPFA's work to implement this climate policy was recognised this month in a report by Friends of the Earth which highlighted it as one of only four local government pension funds nationally that is developing a strong climate change strategy and approach.

I will continue to work closely with the LPFA to support the implementation of its climate change policy, ensuring it leads in this area amongst local government funds in the UK.

Solar Feed-In Tariff

Question No: 2018/3057

[Caroline Russell](#)

The Government has announced the ending of the Feed-In Tariff in April 2019. How will this affect the delivery of your Solar Action Plan?

Solar Feed-In Tariff

[The Mayor](#)

Last updated: 28 November, 2018

The Government has yet to announce its decision on the generation and export Feed-in Tariffs (FiT). However, its proposal to remove both tariffs will almost certainly make my aim to reach 1GW of solar in London by 2030 harder to achieve. That is why I wrote to the Secretary of State in the Summer to state my opposition to the proposed changes. In particular, if the proposal to also remove the export tariff is enacted, the government must ensure that a replacement mechanism is put in place to pay people for the electricity that they export to the grid. I was therefore pleased to hear Claire Perry's comments in Parliament that it would be "wrong to have power provided to the grid for free" on the 20th November, but we urgently need to see further details on how this issue will be addressed.

The programmes I am delivering as part of my Solar Action Plan have shown that there is strong public demand for solar, which is why it is important that government does not undermine deployment through changes to the FiT. Over 9000 Londoners have registered for Solar Together to date and it has resulted in cost reductions of 20-35% through economies of scale. The London Community Energy Fund is supporting 9 community energy groups to install solar and Phase 2 included a solar "fast track" route to ensure as many community groups as possible benefit from the FiT before it is withdrawn.

If the FiT is ended, I will continue to support solar in London, including through the zero-carbon requirement in my new London Plan which will drive installations of solar on new developments. Solar will also be delivered as part of RE: FIT projects to save energy in the public sector and I will continue to explore options to roll out solar across the GLA estate. My officers are also looking at new business models and ways to encourage solar. These include: combining solar with other technologies such as storage; ways to use long-term public and private sector energy contracts to drive investment in new solar projects; and mapping London's solar potential.

Empty TfL railway arches

Question No: 2018/3058

[Caroline Russell](#)

How many railway arches owned by Transport for London (TfL), which can be rented out to businesses, are currently empty? Could you provide details of the total number of empty TfL railway arches at the end of each of the years 2012/13, 2013/14, 2014/15, 2015/16, 2016/17, and 2017/18?

Empty TfL railway arches

[The Mayor](#)

Last updated: 28 November, 2018

TfL is making better use of its land to make sure empty arches are opened up for new businesses. For example, at Wood Lane TfL has opened 13 new arches for retail use and at Latimer Road will shortly open a further 11 arches for a mix of retail and business uses.

Of the 800 commercial railway arches that TfL owns, 70 were vacant at the end of 2016/17, and 57 were vacant at the end of 17/18. The current number of vacant arches is

49, with 25 of these units currently under offer to a wide range of business at present. This leaves 24 (3%) arches currently vacant and on the open market.

TfL is actively marketing these premises, and it encourages interested businesses to get in touch, a full list can be found online: <https://tfl.completelygroup.com> directly.

Due to the way data was recorded historically it is not possible to give accurate figures prior to 2016/17.

TfL railway arches (1)

Question No: 2018/3059

[Caroline Russell](#)

A constituent from Hammersmith and Fulham has contacted me about long established small businesses in danger of closing due to significant Transport for London (TfL) rent increases. On what factors does TfL base its decisions to increase rent for railway arches?

TfL railway arches (1)

[The Mayor](#)

Last updated: 28 November, 2018

TfL owns over 2,000 commercial units across London, and over 90 per cent of its tenants are small businesses. Lease renewals occur when an individual lease expires, and rent reviews occur at specific times as agreed in the lease, for example after the first three years in a six-year lease.

TfL works with each tenant to agree a fair rent that relates to comparable prices in the local area. During each negotiation TfL provides small business owners with evidence and comparables from the open market, and it also provides tenants with sources of support and information. Where there is a significant gap between the current rental level and the comparable market rents, TfL will consider individual rent profiles for small businesses such as stepped rents or payment plans.

TfL railway arches (2)

Question No: 2018/3060

[Caroline Russell](#)

Are you confident that the way Transport for London (TfL) manages its railway arches provides protection for the interests of micro businesses?

TfL railway arches (2)

[The Mayor](#)

Last updated: 28 November, 2018

I am a pro-business Mayor and firmly believe in supporting businesses of all sizes. Small businesses make up the vast majority of TfL's commercial estate and will always do so. TfL has a policy to be open and transparent in its dealings with its tenant customers and has

been working closely with trade bodies such as the Federation of Small Businesses (FSB), Small Business Saturday, National Federation of Retail Newsagents, East End Trades Guild and Royal Institute of Chartered Surveyors (RICS) to share information and develop its small business policy.

I am confident that TfL understands the importance of small businesses, and that it takes its responsibility as a landlord seriously. In fact, TfL actively promotes opportunities for small businesses, and two of its small business tenants were recently selected in the Small Biz 100 by Small Business Saturday, Wave Brazilian Ju Jitsu in Stamford Brook and Roli Ltd in Hoxton.

TfL railway arches (3)

Question No: 2018/3061

[Caroline Russell](#)

What consultation process or engagement protocol does Transport for London (TfL) follow when deciding to increase rent to businesses that lease TfL-owned railway arches?

TfL railway arches (3)

[The Mayor](#)

Last updated: 28 November, 2018

Please refer to my answer to Mayor's Question 2018/3059.

Transparency in rent review for TfL railway arches

Question No: 2018/3062

[Caroline Russell](#)

As part of the East End Trades Guild (EETG) Affordable Workplace Manifesto proposal for a register of comparable evidence, the EETG has produced an app with Founders & Coders that could assist Transport for London (TfL) to be transparent with their business tenants. Both Hackney and Tower Hamlets Councils are currently providing data for this app to help small business tenants with their rent reviews, enabling them to gather the information they need in negotiations. Will you ask TfL to provide data for this tool?

Transparency in rent review for TfL railway arches

[The Mayor](#)

Last updated: 28 November, 2018

Transport for London (TfL) has been working with East End Trades Guild (EETG) for some time on a number of initiatives. TfL will continue to work with the EETG regarding their Affordable Workplace Manifesto, including their work on a comparable evidence app, and TfL will engage with the EETG, London Borough of Hackney and London Borough of Tower Hamlets on the opportunity to contribute data to this tool.

Community Land Trusts for small and micro businesses**Question No: 2018/3063**[Caroline Russell](#)

Given your support for Community Land Trusts (CLTs) for residential properties, will you apply the same principle and support the development of CLTs for small and micro businesses, as requested in the East End Trades Guild Affordable Workspace Manifesto?

Community Land Trusts for small and micro businesses[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Community Land Trusts for small and micro businesses[The Mayor](#)

Last updated: 22 January, 2019

I am in the process of establishing a Land Trust for the creative sector in order to support affordable creative workspace across the capital. The proposals outlined by the East End Trades Guild are certainly of interest, and my team would be happy to discuss their Workspace Manifesto further.

Reducing reoffending rates in London (1)**Question No: 2018/3064**[Siân Berry](#)

On 25 October 2018 the Ministry of Justice published its proven reoffending statistics. These show that in London, between January and December 2016, the adult reoffending rate was 28 per cent and the juvenile rate was 46 per cent. What work are you doing to reduce reoffending rates among young people in London?

Reducing reoffending rates in London (1)[The Mayor](#)

Last updated: 28 November, 2018

Whilst responsibility for managing offenders sits with the Ministry of Justice, I have been clear that tackling youth reoffending in London requires a collective response. This is a key priority within my Police and Crime Plan and I have invested significant funding in programmes to tackle youth offending including £45m through the Young Londoners Fund. Governance structures have also been reviewed and the Safer Children and Young People Board established last year to improve London's strategic response. But I am also clear that there is more that can be done to tackle youth reoffending in London. The scale and complexity of challenges in London differ from the rest of the country and central government funding to local services has been significantly cut year on year with no reference to need, demand or outcomes. London needs the freedom and flexibility to take a regional approach to planning and investment in services. I am therefore keen that this is a priority of the second Devolution Memorandum of Understanding.

Reducing reoffending rates in London (2)

Question No: 2018/3065

[Siân Berry](#)

Since becoming Mayor in 2016, could you outline what actions, programmes, or projects you have introduced to reduce reoffending among young Londoners? Could you provide details, in a table format, of a) the name of the project/programme/action, b) the year it was introduced, c) for how long it is expected to run, and d) the cost of the project/programme/action.

Reducing reoffending rates in London (2)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Reducing reoffending rates in London (2)

[The Mayor](#)

Last updated: 10 April, 2019

Since 2016 I have introduced a number of actions, programmes and projects to reduce reoffending among young Londoners. These are funded through MOPAC, Community Seed Funding, Young Londoners Fund and the London Crime Prevention Fund.

Details of the relevant projects that aim to reduce reoffending among young Londoners are provided in the tables below.

Please note that young Londoners have been defined as those aged up to 25 years old.

Projects funded through MOPAC

| Name | Year introduced | How long it ran / is expected to run | Allocated Funding |
|--|------------------------|---|--|
| South London Consortia trauma Project | 2015 | 2015 - 2017 | £387,160 – of which £200,000 was allocated in 2016 |
| North London Consortia trauma Project | 2015 | 2015 - 2017 | £387,160 – of which £200,000 was allocated in 2016 |
| ESF Gangs Prevention | 2016 | 2016 – 2019 | £1,500,000 |
| London Gang Exit | 2016 | 2017 - 2020 | £1,000,000 |
| Gripping the Offender | 2016 | 2016- 2018 | £2,020,000 |
| Drive (Home Office Police Transformation Fund) | 2017 | 2017 - 2020 | £2,866,682 |
| MASIP (Home Office Police Transformation) | 2017 | 2017 - 2020 | £4,158,987 |

Fund)

| | | | |
|--------------------------|------|-------------|------------|
| Extension of Empower | 2014 | 2017 - 2020 | £1,518,000 |
| Female Offending Service | 2016 | 2016 - 2018 | £500,000 |

Community Seed Fund

A total of £1.4m has been allocated to 43 anti-knife crime projects across the capital. Schemes across 19 boroughs will benefit from the new funding, including the ten boroughs most affected by knife crime. The projects listed below aim to reduce reoffending among young Londoners.

Further details can be accessed using the following link.

<https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/my-area-0/community-seed-funding>

| Name | Year introduced | How long it ran / is expected to run | Allocated Funding |
|--|-----------------|--------------------------------------|-------------------|
| Raw Material Music and Media Education (Lambeth) | 2018 | 2018 - 2019 | £34,498 |
| Key4Life CIE (Southwark, Haringey, Lambeth, Brent, Hammersmith and Fulham) | 2018 | 2018 - 2019 | £32,688 |
| The VIP – Violence Intervention Project (Hammersmith and Fulham) | 2018 | 2018 - 2019 | £40,230 |

Young Londoners Fund

The Mayor's new £45m Young Londoners Fund will help children and young people to fulfil their potential, particularly those at risk of getting caught up in crime.

The projects listed below aim to reduce reoffending among young Londoners.

Further details can be accessed using the following link.

<https://data.london.gov.uk/dataset/young-londoners-fund-projects>

| Name | Year introduced | How long it ran / is expected to run | Allocated funding |
|-----------------------------|-----------------|--------------------------------------|-------------------|
| Irene Taylor Trust | 2018 | Up to 3 years | £54,000 |
| Pleasance Theatre Trust Ltd | 2018 | Up to 3 years | £47,877 |
| Serious About Youth (SAY) | 2018 | Up to 3 years | £66,000 |
| Construction Youth Trust | 2018 | Up to 3 years | £150,000 |

GREATER LONDON AUTHORITY

LONDON ASSEMBLY

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|----------------------------|------|---------------|------------|
| Key4Life | 2018 | Up to 3 years | £148,800 |
| Step Up Hub | 2018 | Up to 3 years | £122,700 |
| SV Academy | 2018 | Up to 3 years | £148,000 |
| QPR in the Community Trust | 2018 | Up to 3 years | £149,601 |
| PLIAS Resettlement | 2018 | Up to 3 years | £114,688 |
| ThinkForward | 2018 | Up to 3 years | £148,500 |
| St Giles Trust | 2018 | Up to 3 years | £149,250 |
| Youth Action Alliance | 2018 | Up to 3 years | £149,139 |
| Key4Life CIO | 2018 | Up to 3 years | £32,688 |
| Inspire! | 2018 | Up to 3 years | £80,000 |
| Groundwork London | 2018 | Up to 3 years | £40,000 |
| The Diana Award | 2018 | Up to 3 years | £80,000 |
| London Gang Exit (MOPAC) | 2018 | Up to 3 years | £1,000,000 |

London Crime Prevention Fund - Direct Borough Funding (MOPAC)

The London Crime Prevention Fund provides direct borough funding to 32 boroughs to prevent crime in London. £32.4m is available over the two-year period 2017/18 to 2018/19.

Local authorities have used this funding to fund the projects below which aim to reduce reoffending among young Londoners.

Further details can be accessed using the following link:

https://www.london.gov.uk/sites/default/files/pcd_79_lcpf_future_years.pdf

| Name | Year introduced | How long it ran / is expected to run | Allocated Funding |
|---|------------------------|---|--------------------------|
| Gangs and SYV intervention project | 2016 | 2016 –2018 | £300,000 |
| Tackling Serious Youth Violence and Child Sexual Exploitation | 2016 | 2016 –2018 | £170,000 |
| Supporting Vulnerable Young People | 2016 | 2016 –2018 | £370,000 |
| Gangs and Sexual Violence worker and Mentor posts | 2016 | 2016 –2018 | £154,825 |
| Integrated Gangs Unit | 2016 | 2016 –2018 | £679,850 |
| Reducing youth violence, CSE, and drug distribution | 2016 | 2016 –2018 | £156,000 |

| | | | |
|--|------|------------|------------|
| Violence and Vulnerability programme | 2016 | 2016 –2018 | £225,000 |
| Youth Crime Reduction Services | 2016 | 2016 –2018 | £541,628 |
| Reducing Serious Youth Violence and Youth Offending | 2016 | 2016 –2018 | £161,184 |
| Serious Violence multi agency unit | 2016 | 2016 –2018 | £348,000 |
| Tackling Child Sexual Exploitation within Merton | 2016 | 2016 –2018 | £77,458 |
| Gangs Exit and SYV Reduction | 2016 | 2016 –2018 | £67,784 |
| Youth Violence, Vulnerability and Exploitation | 2016 | 2016 –2018 | £197,000 |
| Behind The Blade Groupwork Violence Reduction Knife Intervention | 2016 | 2016 –2018 | £105,650 |
| CJS posts | 2016 | 2016 –2018 | £1,152,000 |
| Ending Gangs & Youth Violence - Gangs Coordinator and gangs worker | 2016 | 2016 –2018 | £116,000 |
| Early Intervention | 2016 | 2016 –2018 | £753,311 |

London Crime Prevention Fund - Co-commissioning Fund (MOPAC)

| Name | Year introduced | How long it ran / is expected to run | Allocated Funding |
|---|-----------------|--------------------------------------|-------------------|
| Taith - London | 2018 | 2018 - 2021 | £1,857,863 |
| Advance Minerva Wraparound Female Offending Service | 2018 | 2018 - 2021 | £2,996,940 |
| South London Alliance Female Offending Service | 2018 | 2018 – 2021 | £1,606,173 |

I have also introduced the following projects to support victims of violence and or criminal exploitation, but which may also have some protective effect for young people in terms of reoffending:

| Name | Year introduced | How long it ran / is expected to run | Allocated Funding |
|--|-----------------|--------------------------------------|--|
| A&E youth violence service | 2018 | 2019 - 2020 | £588,389 from MOPAC/MOJ and £1,280,000 from Mayors YLF |
| Redthread - youth violence work service in Major | 2015 | 2018 - 2020 | £555,000 |

Trauma Centres

| | | | |
|---|------|-------------|------------|
| LCPF Co-Commissioning Fund - Response and Rescue (County lines) | 2018 | 2018 - 2021 | £3,036,916 |
|---|------|-------------|------------|

Reducing reoffending rates in London (3)

Question No: 2018/3066

[Siân Berry](#)

Since becoming Mayor in 2016, what action have you taken to support Londoners with a criminal record get into work or training? Could you provide an age breakdown of the number of people you have successfully supported?

Reducing reoffending rates in London (3)

[The Mayor](#)

Last updated: 28 November, 2018

From 2019/20, the London proportion of the national Adult Education Budget is being devolved to the Mayor. I am intending to match-fund and draw down some of the remaining ESF allocation in London. The GLA is investing £2m in a new Ex-Offender employment and skills programme from 2019. I have also invested £45m in the new Young Londoners Fund, many projects in the future will support those with a criminal record to gain employment and access training opportunities.

I am calling on the Government to come forward immediately with plans for the replacement of in-custody careers provision to replace the National Careers Service provision that was not renewed earlier in 2018.

In terms of delivery, London Gang Exit supported by MOPAC is a service that helps young Londoners to exit the gang. Since February 2016, 81 people have received work skills and employment interventions. Using the Skills for London Capital fund, LEAP has supported 'The Bad Boy Bakery' at HMP Brixton which aims to address the skills gap within the catering and hospitality sector. We are expecting the company to deliver 53 successful outcomes by April 19 which include; numbers supported in the bakery and numbers supported accessing employment opportunities after working in the bakery.

Roads and Transport Policing command key performance indicators (2)

Question No: 2018/3067

[Siân Berry](#)

Thank you for your response to my question 2018/0988. Before publicising the new Special Services Agreement key performance indicators that are currently delayed, will you consult with organisations like RoadPeace who stand up for traffic justice?

Roads and Transport Policing command key performance indicators (2)

[The Mayor](#)

Last updated: 28 November, 2018

A number of schedules in the Special Services agreement for the Metropolitan Police Service (MPS) Roads and Transport Policing Command (RTPC) are being updated, which has delayed the publication of the key performance indicators. These amended schedules will be published once all have been updated.

Roadpeace is a valued and important stakeholder for Transport for London (TfL) and the MPS. Both organisations already work closely on efforts to reduce road danger. TfL and the RTPC are planning to establish a stakeholder forum for road danger reduction policing and enforcement, which will provide Roadpeace and other advocacy groups a more structured opportunity to shape, support and scrutinise policing and enforcement activity going forward. The first meeting is expected to take place in early 2019 and the performance indicators will be discussed there.

Targeting illegal vehicles

Question No: 2018/3068

[Siân Berry](#)

What proactive work has the Metropolitan Police Service Roads and Transport Policing Command (RTPC) done to prevent collisions by targeting illegal vehicles, such as uninsured vehicles and unlicensed drivers? Could you provide a timeline of this work since 2016?

Targeting illegal vehicles

[The Mayor](#)

Last updated: 28 November, 2018

RTPC lead on the Pan London Vision Zero (VZ) initiative in which high harm offenders and uninsured drivers are a priority. On 14 November this year, the command, as part of this 12-day continuous operation, conducted Pan London activity with the following results;

- 101 vehicles were seized for no insurance & not in accordance.
- 28 people were arrested for various offences from burglary and drug dealing to drink driving and violence related offences.
- 172 vehicles (mainly HGVs) were prosecuted for construction and use offences.
- 101 drivers were reported for speeding.

Since 2016 RTPC have conducted a multitude of operations to constantly ensure London's roads are kept safe.

One example is Operation Cubo. This operation targets uninsured vehicles and unlicensed drivers using the road network.

In 2016, there were 20 days of Operation Cubo including 7 days of National No insurance week

In 2017, there were 22 days of Operation Cubo including 7 days National No Insurance week

In 2018 there have been 21 days of Operation Cubo so far including 7 days National No Insurance week.

In addition, the road policing teams carry out intelligence-based daily patrols targeting uninsured drivers and illegal vehicles.

Family Liaison Officer for road collisions

Question No: 2018/3069

[Siân Berry](#)

Thank you for your response to my question 2018/2486. How does the Metropolitan Police Service evaluate which serious collisions require a Family Liaison Officer?

Family Liaison Officer for road collisions

[The Mayor](#)

Last updated: 28 November, 2018

The Serious Collision Investigation Unit will deploy a Family Liaison Officer to all collisions involving a fatality where the next of kin have been identified.

In relation to serious collisions there is no formal policy and it is managed on a case by case basis. The Senior Investigating Officer would make an assessment based upon the needs of the family, and the support which could be offered, for instance, if the family member had no other support mechanism, or the early prognosis was that the casualty had fatal injuries, then this would warrant a deployment, which would not be withdrawn if the casualty survived.

Hit and run casualties 2017

Question No: 2018/3070

[Siân Berry](#)

Could you report the number of casualties relating to hit and runs in London in 2017, with a breakdown by a) road user mode, b) severity type, c) borough, and d) whether there was a prosecution?

Hit and run casualties 2017

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Hit and run casualties 2017

[The Mayor](#)

Last updated: 28 February, 2019

Please see attached the requested data for the period specified. Where data cannot be provided reasoning for this exclusion has been provided.

Transport for London funding for Roads and Traffic Policing Command

Question No: 2018/3071

[Siân Berry](#)

How much funding did Transport for London (TfL) contribute to the Roads and Traffic Policing Command (RTPC) in the years 2015/16, 2016/17, and 2017/18?

Transport for London funding for Roads and Traffic Policing Command

[The Mayor](#)

Last updated: 28 November, 2018

Transport for London's budget provision for the Roads and Traffic Policing Command over the last three years was as follows:

2015/16 - £92.5m

2016/17 - £92.8m

2017/18 - £93.2m

Violence Reduction Unit - public health approach

Question No: 2018/3072

[Siân Berry](#)

I am pleased that since the London Assembly Plenary on policing in December 2017, when you agreed with me that MOPAC and the Metropolitan Police Service should adopt a public health approach, you have made efforts to start this process. I also welcome the announcement of the Violence Reduction Unit and the £45 million Young Londoners Fund to help young people flourish. How independent will the Violence Reduction Unit be, and how will frontline youth workers and youth organisations be able feed in to its work?

Violence Reduction Unit - public health approach

[The Mayor](#)

Last updated: 28 November, 2018

The Violence Reduction Unit will be a partnership effort, bringing in skills, resources, experience and input from a range of sectors. Equally, as a publicly-funded body, the Unit will be subject to democratic oversight and accountability. With these things in mind, independent is perhaps not quite the right terminology in which to describe the VRU. However, I want to be absolutely clear that from my perspective, innovation and disruption should be at the heart of the VRU approach.

The voices of frontline workers from all sectors are and will continue to be vital to all of our efforts to tackle violence and I fully expect that to be the case with the VRU also. We are working at pace to mobilise the Unit, forming a Partnership Reference Group and are underway with the recruitment of a Director.

Borough police officers that live in London 2018 (2)

Question No: 2018/3073

[Siân Berry](#)

Thank you for your response to my question 2018/2480. The data that you provided show that 50 per cent of borough police officers still live outside of London, with no progress made on this measure since the findings of my report, *Where do our police live?*, in May 2016. This is despite clear recommendations made by the Harris review into London's preparedness to respond to major incidents, which was published in October 2016. What will you do in your last two years of office to support police officers being able to afford to live in London?

Borough police officers that live in London 2018 (2)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Borough police officers that live in London 2018 (2)

[The Mayor](#)

Last updated: 22 January, 2019

In response to the Harris Review recommendation, the Chair of the London Resilience Forum carried out a questionnaire with key members of London's emergency services and other interested parties. The feedback showed that responders did not consider the question of where staff live to be an issue affecting their response. They consider that the business continuity and other plans they have in place – which are constantly under consideration – ensure that they have the staff in place to meet the needs of each agency.

Specifically, the Metropolitan Police Service (MPS) is confident in its preparedness to respond to major incidents. The last 18 months have shown that it has been able to mobilise effectively to react to an unprecedented number of major events. There are strong transport links into the capital so many officers are able to reach much of London as quickly as those that must travel across it.

The MPS would of course want more officers living in London, but there are many factors that affect this – not least of which is the affordability of housing in London and the South East in general. Officers already have access to GLA interest free loan schemes to fund deposits on London rental property and extensive subsidised travel benefits.

Spit hoods and human rights**Question No: 2018/3074**[Siân Berry](#)

Do you recognise the human rights concerns raised by civil liberties groups about the potential use of spit hoods by Metropolitan Police Service officers on the streets of London?

Spit hoods and human rights[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Spit hoods and human rights[The Mayor](#)

Last updated: 07 December, 2018

The Metropolitan Police has a duty of care to its officers and staff - the issue of spitting and biting is a real concern for the safety of police officers.

The use of Spit and Bite Guards is a nationally approved and tested tactic, which in some circumstances can provide a more proportionate use of force - preferable to head restraint.

The Met does not use them in frontline policing on the streets; the Commissioner has taken the operational decision to continue with the use of spit guards in custody suites only.

Spit hoods use in custody suites**Question No: 2018/3075**[Siân Berry](#)

How many people have had spit hoods used on them in custody suites since 3 August 2017? Could you provide a breakdown of the different age groups, gender and ethnicity (with ethnicity also broken down by gender)?

Spit hoods use in custody suites[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Spit hoods use in custody suites[The Mayor](#)

Last updated: 20 August, 2019

Please see attached the requested data received from the MPS for the period specified.

This information is available on the MPS Use of Force dashboard which is published monthly.

Key worker housing in the OPDC area**Question No: 2018/3076**[Siân Berry](#)

I welcome modifications to the Old Oak and Park Royal Development Corporation (OPDC) Second Regulation 19 Revised Draft Local Plan, following my intervention, that clarify conformity with the Draft New London Plan in terms of the presumption that the 40 per cent of homes to be decided by the Local Planning Authority will focus on social rent/London Affordable Rent. I also welcome the addition of mid-stage review mechanisms. Could you confirm that mid-stage reviews will only be used to revise the level of social housing upwards rather downwards?

Key worker housing in the OPDC area[The Mayor](#)

Last updated: 28 November, 2018

Following public consultation, OPDC has made amendments to identify a minimum target for 30 per cent of all rental units in the area to be provided at social rent/London Affordable Rent (LAR) levels, with the remainder provided at intermediate levels. OPDC will seek to maximise social rent/LAR by prioritising its delivery through the use of early, mid and late stage reviews, through the use of public grant and by seeking to exceed the 30 per cent social rent/LAR target on schemes that do not meet the Mayor's threshold approach. OPDC Board has now approved the Local Plan for submission to the Planning Inspectorate for examination.

As with early and late stage reviews, mid-stage reviews would only be used to revise levels of affordable housing upwards.

Discrimination against London Living Rent tenants at Royal Wharf (1)**Question No: 2018/3077**[Siân Berry](#)

On 1 November 2018, following reports that London Living Rent tenants had been told that - unlike private owners and renters - they would not be eligible for membership of the pool and gym at Royal Wharf, your Deputy Mayor for Housing and Residential Development said: "We will contact Ballymore's senior management to make clear our expectation that these facilities must be available to all residents." When did your Deputy Mayor contact Ballymore and how has the company responded?

Discrimination against London Living Rent tenants at Royal Wharf (1)[The Mayor](#)

Last updated: 28 November, 2018

My Deputy Mayor contacted Ballymore's senior management early on 1 November 2018 and received a response from the company later that day. The response confirmed that London and Quadrant residents (regardless of tenure) are entitled to use all facilities, including the gym and pool, on the same basis as any other private resident.

Discrimination against London Living Rent tenants at Royal Wharf (2)**Question No: 2018/3078**[Siân Berry](#)

Are the policies in your draft new London Plan sufficiently strong to prevent future instances of segregation between residents of market rate and affordable homes, be this in the form of 'poor doors', access to play or recreation facilities, or any other type of segregation within the same housing development?

Discrimination against London Living Rent tenants at Royal Wharf (2)[The Mayor](#)

Last updated: 28 November, 2018

Draft London Plan policy D4, 'Housing quality and standards', contains requirements for new housing to be of high quality design without differentiating between tenures. It specifically states that developments should be designed to maximise tenure integration, and that all entrances will need to be well integrated with the rest of the development, and should be indistinguishable from each other.

These requirements, combined with the requirements of policy D3, 'Inclusive design', which state that developments should be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment, will help to ensure that an inclusive approach is applied to new housing developments.

Review of Housing Zones**Question No: 2018/3079**[Siân Berry](#)

Thank you for your response to my question 2018/2536. When will you update the Housing Zones webpages to include the number of homes expected to be demolished in each Housing Zone, so that Londoners are able to see the net increase of homes planned for their areas?

Review of Housing Zones[The Mayor](#)

Last updated: 28 November, 2018

The net to gross figures for homes demolished as part of new housing schemes within a Housing Zone can be found within the relevant planning application documents held by the local authority.

Peabody Trust selling key worker housing in Victoria Park**Question No: 2018/3080**[Siân Berry](#)

Do you share my concerns about the Peabody Trust selling off key worker housing in Victoria Park?

Peabody Trust selling key worker housing in Victoria Park[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Peabody Trust selling key worker housing in Victoria Park[The Mayor](#)

Last updated: 27 December, 2018

I believe sales of affordable housing should be avoided wherever possible. Where they take place, they should be kept to a minimum, and any proceeds should be reinvested in new affordable homes. My team has contacted Peabody about the Crown Estate properties in Victoria Park, and they understand that four such homes have been sold since 2011.

Police and home evictions (1)**Question No: 2018/3081**[Siân Berry](#)

How many phone calls does the Metropolitan Police Service receive from landlords or estate agent requesting assistance with an eviction of a housing tenant? Could you provide figures for each month since 2016?

Police and home evictions (1)[The Mayor](#)

Last updated: 28 November, 2018

I am aware that illegal, or improperly carried-out evictions in the private rented sector is a major problem that is most likely to affect vulnerable renters who have low awareness of their rights. My team are working closely with my London Borough Private Rented Sector Partnership to ensure that boroughs are equipped to investigate and prevent illegal evictions.

Incidents of this type are flagged on the Met Police system as a Civil Dispute. There is no code which shows the above as an isolated incident, therefore the Met is unable to provide the level of detail as requested. However, through the partnership, I have created a new 'report a rogue' tool which has so far received more than 650 reports of rogue behaviour that have been shared with the correct contacts at local authorities to pursue.

Police and home evictions (2)**Question No: 2018/3082**[Siân Berry](#)

How many phone calls does the Metropolitan Police Service receive from housing tenants requesting assistance with attempts to evict them? Could you provide figures for each month since 2016?

Police and home evictions (2)[The Mayor](#)

Last updated: 28 November, 2018

MPS officers receive housing law training during their initial training course, specifically covering the Protection from Eviction Act 1977 during a full day covering all aspects of civil disputes. In addition, officers receive further training during their second year of service covering the protected intended occupiers and displaced residential occupiers under the Criminal Law Act 1977. At this present time, we are currently putting together a training package to refresh officers in housing law, with the support of external expertise. This will be delivered to all frontline officers starting in April 2019.

Police and home evictions (3)**Question No: 2018/3083**[Siân Berry](#)

How much training do Metropolitan Police Service officers receive in housing law?

Police and home evictions (3)[The Mayor](#)

Last updated: 28 November, 2018

MPS officers receive housing law training during their initial training course, specifically covering the Protection from Eviction Act 1977 during a full day covering all aspects of civil disputes. In addition, officers receive further training during their second year of service covering the protected intended occupiers and displaced residential occupiers under the Criminal Law Act 1977. At this present time, we are currently putting together a training package to refresh officers in housing law, with the support of external expertise. This will be delivered to all frontline officers starting in April 2019.

The March for a People's Vote**Question No: 2018/3088**[Peter Whittle](#)

On 20th October, I noticed posters with the text 'March For A People's Vote' being advertised on the London Underground, which I found surprising, as I am aware that political advertising is not permitted. I note that regulation 2.3 (n) of TfL's Advertising Policy states: 'More particularly, an advertisement will be unacceptable if: it promotes a

party political cause or electioneering. Advertisements must conform to TfL's policy on use of resources, with particular care exercised in pre-election periods.* Given that the march was part of the attempt to overturn the decision by the British People to leave the European Union in a referendum held on 23 June 2016, could you please explain why that rule was not followed on this occasion, or are we now in a situation where it's one rule for the Mayor and another one for everybody else?

*[1] <http://content.tfl.gov.uk/tfl-advertising-policy.pdf>

The March for a People's Vote

[The Mayor](#)

Last updated: 28 November, 2018

The People's Vote ran one campaign on the Transport for London (TfL) advertising estate. This was a one-day campaign on the 18 October, which featured on 11 digital escalator panel runs and 50 LCD screens across the network.

This campaign was reviewed by TfL as per the usual process and was found not to contravene the advertising policy.

The TfL Advertising policy is very clear: "an advertisement will be unacceptable if: it promotes a party political cause or electioneering. Advertisements must conform to TfL's policy on use of resources, with particular care exercised in pre-election periods."

The advertisement made no reference to Brexit, and TfL did not consider the advertising to be promoting a cause associated with a specific party. In addition, TfL received assurances from The People's Vote that it does not receive any funding from political parties, and the advertisement did not encourage the reader to vote in a certain way.

London Stadium

Question No: 2018/3089

[Peter Whittle](#)

To ask the Mayor how many times he has met with Baroness Brady?

London Stadium

[The Mayor](#)

Last updated: 28 November, 2018

The Mayor has met Baroness Brady once.

Blackfriars Bridge

Question No: 2018/3090

[David Kurten](#)

To ask the Mayor what assessment TfL have made of the impact on congestion caused by the Cycle Superhighway installed on Blackfriars Bridge?

Blackfriars Bridge[The Mayor](#)

Last updated: 28 November, 2018

Cycle Superhighway 6 has been extremely successful, with a significant increase in the number of people choosing to cycle on this route. In the morning peak, numbers have increased from 3,600 in 2014/15 to over 5,900 in 2017/18. This represents not only an increase in cycling, but a significant increase in the overall movement of people along this corridor. TfL's analysis shows that, following the opening of Cycle Superhighway 6 on Blackfriars Bridge, the overall movement of people over the bridge increased by five per cent at the busiest time.

In recent years, for vehicles travelling between Elephant and Castle and Farringdon across Blackfriars Bridge, there has been an increase in average journey times in the morning of around 4 minutes northbound and one minute southbound. Congestion of motorised vehicles is caused by many factors. Factors here are likely to include continuing construction nearby, including Thames Tideway works and developments around Farringdon, along with an increase in private hire and light goods vehicles.

Transport for London continues to undertake a range of operational enhancements at signalised junctions in order to improve how the road network operates. In particular, it has improved the resilience of this route, including by implementing dynamic traffic signal control technology which responds to changing traffic levels, and by providing additional help for buses along the route.

Ethnic Pay Gap (1)**Question No: 2018/3091**[David Kurten](#)

What is TfL's Ethnic Pay Gap?

Ethnic Pay Gap (1)[The Mayor](#)

Last updated: 28 November, 2018

In the 2017 Transport for London (TfL) Ethnicity Pay Gap Report, the median annual salary pay gap was 9.2 per cent; the mean annual salary pay gap was 10.1 per cent. Other measures are included in the 2017 report which is available online (<http://content.tfl.gov.uk/tfl-ethnicity-pay-gap-report-2017.pdf>)

Ethnic Pay Gap (2)**Question No: 2018/3092**[David Kurten](#)

What is the London Fire Brigade's Ethnic Pay Gap?

Ethnic Pay Gap (2)

[The Mayor](#)

Last updated: 28 November, 2018

The Ethnicity Pay Gap analysis for 2017/18 demonstrates that there is a zero per cent pay gap based on the median pay rate. There is a 2.89 per cent pay gap based on the mean pay rate.

The London Fire Brigade has an action plan aimed at improving inclusivity for all groups of staff including representation at more senior levels in the organisation.

Ethnic Pay Gap (3)**Question No: 2018/3093**[David Kurten](#)

What is the Metropolitan Police's Ethnic Pay Gap?

Ethnic Pay Gap (3)[The Mayor](#)

Last updated: 28 November, 2018

The Metropolitan Police Service (MPS) has published extensive information on its ethnicity pay gap within its scheme of publication.

The 2017 report is available at: Met HQ - People & Change - MPS Gender Pay Gap Analysis 2017

The 2018 report will be available in due course.

Ethnic Pay Gap (4)**Question No: 2018/3094**[David Kurten](#)

What is the London Legacy Development Corporation's Ethnic Pay Gap?

Ethnic Pay Gap (4)[The Mayor](#)

Last updated: 28 November, 2018

The LLDC Ethnicity Pay Gap in March 2018 between BAME and White employees was 24 per cent (median hourly pay, all staff), and 23.1 per cent (mean hourly pay, all staff).

The LLDC Ethnicity Pay Gap in March 2017 between BAME and White employees was 30.0 per cent (median hourly pay, all staff) and 26.4 per cent (mean hourly pay, all staff).

Ethnic Pay Gap (5)**Question No: 2018/3095**[David Kurten](#)

What is the Old Oak and Park Royal Development Corporation's Ethnic Pay Gap?

Ethnic Pay Gap (5)[The Mayor](#)

Last updated: 28 November, 2018

Following a recent staffing restructure, the OPDC has seen a significant increase in BAME representation, which will be reported in the 2018 Ethnicity Pay Gap report.

The 2017 OPDC Ethnicity Pay Gap figures show a mean pay gap of 31.51 per cent and median pay gap of 37.52 per cent. These statistics do not include posts covered by staff seconded from the GLA, which have included BAME representation at senior levels.

Full details of the 2017 audit are on the OPDC website.

Ethnic Pay Gap (6)**Question No: 2018/3096**[David Kurten](#)

What is the Mayor's Office for Policing and Crime Ethnic Pay Gap?

Ethnic Pay Gap (6)[The Mayor](#)

Last updated: 28 November, 2018

MOPAC's Ethnicity Pay Gap is published annually on the MOPAC website.

Age Pay Gap (1)**Question No: 2018/3097**[David Kurten](#)

What is TfL's Age Pay Gap?

Age Pay Gap (1)[The Mayor](#)

Last updated: 28 November, 2018

Transport for London (TfL) do not calculate an Age Pay Gap. Each year TfL calculate and publish their Gender and Ethnicity Pay Gap Reports and subsequent action plans. TfL also complete a comprehensive Equal Pay Audit every two years that enables them to identify any pay anomalies at a functional level and create local action plans to address these.

Age Pay Gap (2)**Question No: 2018/3098**[David Kurten](#)

What is the London Fire Brigade's Age Pay Gap?

Age Pay Gap (2)[The Mayor](#)

Last updated: 28 November, 2018

The age pay gap is dependent on the age ranges used and there is currently no definitive guidance on this. However, a recent TUC study used the ranges of 16-29 vs 30 years plus for these purposes. Using these age ranges there is a 24.05 per cent pay gap in favour of those aged 30 years plus based on the median pay rate and a 23.09 per cent pay gap in favour of those age 30 years plus based on the mean pay rate. The Civil Service have also undertaken a study in age pay gap using the age ranges of 16-49 and 50 years plus. In these examples there is a 8.28 per cent pay gap in favour of those aged 50 plus based on the median pay rate, and a 13.61 per cent pay gap in favour of those aged 50 plus based on the mean pay rate.

Age Pay Gap (3)**Question No: 2018/3099**[David Kurten](#)

What is the Metropolitan Police's Age Pay Gap?

Age Pay Gap (3)[The Mayor](#)

Last updated: 28 November, 2018

There is no legislative requirement to publish age pay gap data and the Metropolitan Police Service (MPS) does not do so.

Police officer and staff pay is determined in accordance with roles with no reference to any protected characteristic. Police officers and staff, who undertake the same role, have the same length of service and work the same hours thereby receive the same pay.

Age Pay Gap (4)**Question No: 2018/3100**[David Kurten](#)

What is the London Legacy Development Corporation's Age Pay Gap?

Age Pay Gap (4)[The Mayor](#)

Last updated: 28 November, 2018

LLDC does not collect this information.

Age Pay Gap (5)**Question No: 2018/3101**[David Kurten](#)

What is the Old Oak and Park Royal Development Corporation's Age Pay Gap?

Age Pay Gap (5)[The Mayor](#)

Last updated: 28 November, 2018

The OPDC does not collect this information.

Age Pay Gap (6)**Question No: 2018/3102**[David Kurten](#)

What is the Mayor's Office for Policing and Crime Age Pay Gap?

Age Pay Gap (6)[The Mayor](#)

Last updated: 28 November, 2018

MOPAC does not hold information relating to an age pay gap.

Screening Out (1)**Question No: 2018/3103**[Peter Whittle](#)

To ask the Mayor how many assault cases were screened out by the Metropolitan Police over the last three years?

Answer for Screening Out (1)[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Screening Out (1)[The Mayor](#)

Last updated: 07 December, 2018

Please see attached Appendix A 2018/3103 the requested information in response to Mayor's Question 2018/3103 through to Mayor's Question 2018/3110 regarding screening out of crimes.

This information is broken down by minor offence type with volumes and screening out rates included.

It must be noted that between July and September 2017, the MPS rolled out a new Crime Assessment Policy to help officers strike a proportionate balance between the resources applied to any secondary investigation and the likely outcome of such an investigation. Each allegation is assessed against the principles of the policy considering different factors.

For example, the principles include if the victim is willing to prosecute and their level of vulnerability; a suspect has been identified or if there are forensic or other evidential opportunities following the initial investigation.

Therefore, the latest period of information included in this response is post the Crime Assessment Policy being introduced across London, whereas during the preceding two years this process was not in place.

Screening Out (2)

Question No: 2018/3104

[Peter Whittle](#)

To ask the Mayor how many burglaries were screened out by the Metropolitan Police over the last three years?

Answer for Screening Out (2)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Screening Out (2)

[The Mayor](#)

Last updated: 07 December, 2018

Please see my response to Mayor's Question 2018/3103.

Screening Out (3)

Question No: 2018/3105

[Peter Whittle](#)

To ask the Mayor how many theft cases were screened out by the Metropolitan Police over the last three years?

Answer for Screening Out (3)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Screening Out (3)

[The Mayor](#)

Last updated: 07 December, 2018

Please see my response to Mayor's Question 2018/3103.

Screening Out (4)

Question No: 2018/3106

[Peter Whittle](#)

To ask the Mayor how many domestic violence cases were screened out by the Metropolitan Police over the last three years?

Answer for Screening Out (4)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Screening Out (4)

[The Mayor](#)

Last updated: 07 December, 2018

Please see my response to Mayor's Question 2018/3103.

Screening Out (5)

Question No: 2018/3107

[Peter Whittle](#)

To ask the Mayor how many drug offences were screened out by the Metropolitan Police over the last three years?

Answer for Screening Out (5)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Screening Out (5)

[The Mayor](#)

Last updated: 07 December, 2018

Please see my response to Mayor's Question 2018/3103.

Screening Out (6)

Question No: 2018/3108

[Peter Whittle](#)

To ask the Mayor how many fraud offences were screened out by the Metropolitan Police over the last three years?

Answer for Screening Out (6)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Screening Out (6)

[The Mayor](#)

Last updated: 07 December, 2018

Please see my response to Mayor's Question 2018/3103.

Screening Out (7)

Question No: 2018/3109

[Peter Whittle](#)

To ask the Mayor how many shop-lifting offences were screened out by the Metropolitan Police over the last three years?

Answer for Screening Out (7)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Screening Out (7)

[The Mayor](#)

Last updated: 07 December, 2018

Please see my response to Mayor's Question 2018/3103.

Screening Out (8)

Question No: 2018/3110

[Peter Whittle](#)

To ask the Mayor how many so-called 'hate crimes' were screened out by the Metropolitan Police over the last three years?

Answer for Screening Out (8)

[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Screening Out (8)

[The Mayor](#)

Last updated: 07 December, 2018

Please see my response to Mayor's Question 2018/3103.

The United Kingdom Exiting the European Union

Question No: 2018/3111

[Peter Whittle](#)

To ask the Mayor what was the outcome of his talks with European Chief Negotiator for the United Kingdom Exiting the European Union, Monsieur Michel Barnier in Brussels on 26 October 2018 and whether they managed to resolve the issue of the Irish Backstop?

The United Kingdom Exiting the European Union

[The Mayor](#)

Last updated: 28 November, 2018

The focus of my meetings in Brussels was to defend London's interests in the Brexit negotiations and to emphasise the negative impact that a bad deal, or no deal, would have on London, including the over 1 million EU citizens living here. I also made the case for the EU beginning preparatory work on the extension of Article 50 if the deal doesn't get through Parliament, in order to allow the possibility of there being either a general election or a referendum, if the British Parliament so decided.

Leaving the European Union

Question No: 2018/3112

[Peter Whittle](#)

To ask the Mayor for an update on his campaign to overturn the result of the national referendum held on 23 June 2016, in which, the British People decided to leave the European Union.

Answer for Leaving the European Union

[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Leaving the European Union

[The Mayor](#)

Last updated: 28 January, 2019

Parliament rejected the Prime Minister's deal in one of the most decisive votes in our history. The only sensible course of action left is to withdraw Article 50 immediately.

It's time for the country to have the final say on Brexit through a public vote; taking this crucial issue out of the hands of the politicians. The alternative would be the devastating consequences of a 'no-deal' Brexit on jobs, growth, public safety, food supply and living standards in London and across the UK. People didn't vote to leave the EU to make themselves poorer.

Ambulance Response Times**Question No: 2018/3113**[David Kurten](#)

To ask the Mayor what assessment TfL has made of the claim made by the College of Paramedics that the introduction of dedicated cycle lanes in London is preventing road-users' vehicles from being able to pull over for emergency vehicles and is impacting ambulance response times?*

*[1] <https://www.telegraph.co.uk/news/2017/05/19/cycle-lanes-putting-patients-lives-risk-delaying-ambulances/>

Ambulance Response Times[The Mayor](#)

Last updated: 28 November, 2018

Transport for London (TfL) consults extensively with the emergency services as part of designing any significant change to highways infrastructure, and I believe the College of Paramedics has expressed concern with the way its comments have been interpreted in the article you mention. TfL is unaware of any evidence that Cycle Superhighways have resulted in an increase in ambulance response times.

Hate Crime (1)**Question No: 2018/3114**[Peter Whittle](#)

Do you agree with the Policing and Crime Commissioner for Thames Valley who has called for a review of hate crimes after an elderly lady was questioned under caution for beeping her horn at another vehicle, during a visit to a petrol station?

Answer for Hate Crime (1)[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Hate Crime (1)[The Mayor](#)

Last updated: 07 December, 2018

No, I do not know the circumstances of the cited case, which did not take place in the Met Police area. However, hate crime is a serious matter, which makes victims of whole communities. Hate crime targets individuals for who they are and such allegations should be properly investigated. It is then a matter for the police to ensure any such investigation is thorough and proportionate.

Hate Crime (2)**Question No: 2018/3115**[Peter Whittle](#)

Would the Metropolitan Police be compelled (as Thames Valley Police are) to investigate elderly people who beep their horns, if a person hearing the horn beep perceived it to be motivated by hate against someone from a protected personal characteristic?

Answer for Hate Crime (2)[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Hate Crime (2)[The Mayor](#)

Last updated: 12 June, 2019

The Home Office definition of hate crime is that *“any criminal offence which is perceived by the victim or any other person, to be motivated by hostility or prejudice based on a person’s actual or perceived race; actual or perceived religion; actual or perceived sexual orientation; actual or perceived disability and any crime motivated by hostility or prejudice against a person who is or is perceived to be transgender.”*

Any reported hate crime incident would be subject to an initial investigation to determine whether a criminal investigation is warranted; not all hate incidents will amount to criminal offences, but those that do become hate crimes. The police response would take account of the full circumstances of each case, the scenario described would be recorded as a non-crime hate-flagged incident.

Hate Crime (3)**Question No: 2018/3116**[Peter Whittle](#)

Do the Metropolitan Police delete all hate crime incidents which are not found to be crimes, or are they kept on file and if so, for how long?

Answer for Hate Crime (3)[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Hate Crime (3)[The Mayor](#)

Last updated: 21 May, 2019

Not all hate incidents will amount to criminal offences. Hate incidents that do not amount to criminal activity are classified as a Crime Related Incidents (CRI) recorded on the Crime

Reporting Information System (CRIS). Records remain live on the CRIS system for five years.

Hate Crime (4)

Question No: 2018/3117

[Peter Whittle](#)

What are the Metropolitan Police's response times and conviction rates of crimes without a hate crime element compared to those with a hate crime element?

Hate Crime (4)

[The Mayor](#)

Last updated: 28 November, 2018

It is not possible to answer this question for a number of reasons. Firstly, police don't attend all possible recorded Hate Crimes at the time of occurrence; a number will be reported to the police after the event. Secondly, the police do not hold conviction data, which is a matter for the Ministry of Justice.

Hate Crime (5)

Question No: 2018/3118

[Peter Whittle](#)

Will the Mayor consider redeploying the 900 police officers working on hate crime to fighting violent crime, until the current violent crime epidemic is brought under control?

Answer for Hate Crime (5)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Hate Crime (5)

[The Mayor](#)

Last updated: 18 February, 2019

It is not for me to deploy police officers, which is an operational matter for the Commissioner. For the avoidance of doubt, the officers referred to have received specialist training on hate crime to assist with their main job roles; they do not work on hate crime issues on a full-time basis. The officers referred to provide a vital service to vulnerable victims and use their specialist investigative skills to deal with domestic violence – a significant proportion of their work – as well as hate crime.

Every victim matters and I will not buy into a hierarchy of victimisation – let's not forget that hate crime can include serious violence and murder – but I have absolutely ensured that there is additional capacity within the Metropolitan Police Service to tackle violent crime, with £15m of additional funding for the Violent Crime Taskforce. Over and above

that, I have also provided £45m over the next three years to deliver positive activities and opportunities for young people in our communities to help keep them safe and off the streets.

Gangs Matrix Database

Question No: 2018/3119

[Peter Whittle](#)

I note the claim in Amnesty International UK's 2018 report Trapped in the Matrix: Secrecy, Stigma, and Bias in the Met's Gangs Database that 'a range of non-police agencies have access to the Matrix.'* Could you please tell me how many non-policing organisations currently have access to this database and identify them by name?

*[1]

<https://www.amnesty.org.uk/files/reports/Trapped%20in%20the%20Matrix%20Amnesty%20report.pdf>

Gangs Matrix Database

[The Mayor](#)

Last updated: 28 November, 2018

The Met Police Gangs Matrix data is shared centrally with Probation services (National Probation Service and Community Rehabilitation Company) and prisons, in order to reduce violence in secure estates and assist with the rehabilitation of offenders whilst in prison and upon release.

Access to Gang Violence Matrix data is agreed at a borough policing level, through Community Safety Partnerships and via Information Sharing Agreements, in order to safeguard young people, prevent harm, and reduce offending. Each case is unique and dealt with on a case by case basis.

The Met Gangs Matrix is being reviewed and recommendations will be published this year.

Detectives

Question No: 2018/3120

[Peter Whittle](#)

To ask the Mayor what progress has been made in arresting the decline in the number of Metropolitan Police detectives and what is the current shortfall in their numbers?

Answer for Detectives

[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Detectives

[The Mayor](#)

Last updated: 21 May, 2019

The Metropolitan Police Service (MPS) Detective Resilience Group continues its work to understand and address detective attrition.

This work is closely aligned to the National Investigative Resilience Programme which operates across British policing to improve key areas such as career pathways, learning and development and strong leadership.

Numbers of detectives within the MPS have recently improved with the current vacancy factor, as of end of March 2019, reduced to just 5 per cent.

Crime**Question No: 2018/3121**

[Peter Whittle](#)

After 118 murders on London streets this year so far, will the Mayor be telling Londoners that he has succeeded or failed in his crime-fighting efforts?

Crime

[The Mayor](#)

Last updated: 28 November, 2018

Violent crime has been rising across the country since 2014 and the Government is failing in their basic duty to keep people safe – imposing savings of £1bn on the Met Police which has sent police numbers to historically low levels.

The Commissioner and I are clear that Violent crime remains the priority, and although the most serious violence is no longer increasing, we are not complacent.

Every one of the deaths on London's streets is one too many, and I am doing all that I can to tackle this and make our City safe and secure.

I am investing an extra £138 million in the Met to keep police numbers as high as possible and have also set up a new £45 million Young Londoners Fund to help tackle the causes of violent crime and support young people to turn away from criminality.

Most recently, I have established the Violence Reduction Unit which will bring together partners to tackle violent crime, its focus will be to deliver a long-term public health approach to tackling the causes of violent crime in London.

Police Commissioner Cressida Dick**Question No: 2018/3122**[Peter Whittle](#)

Is it the role of the Metropolitan Police Commissioner to make laws, or simply enforce them and by stating what she believes should or should not be a criminal offence, has she become too political and therefore unable to fulfil her remit?

Police Commissioner Cressida Dick[The Mayor](#)

Last updated: 28 November, 2018

The Commissioner is entitled to express her views on policing priorities.

Londyn jest otwarty**Question No: 2018/3123**[Peter Whittle](#)

I note that Perivale Tube Station now has a sign applied to the floor, at the foot of the station's main staircase, which reads: 'Londyn jest otwarty' and carries the logo 'Mayor of London'. Could you please explain the purpose of this sign?

Londyn jest otwarty[The Mayor](#)

Last updated: 28 November, 2018

Brexit will directly and immediately impact more than 1 million EU Londoners and their families who will need to apply for a new immigration status to stay in the UK. Census data shows that Perivale has the largest Polish community in London. This new phase of our London is Open campaign will reassure these EU nationals living in London that they are still welcome and belong here. It is essential these communities hear the message that London is still open to them and ensure that they know how to stay in London post-Brexit.

There is a sub-section of this EU Londoner audience who are hard to reach; they are not on digital channels and may not be English-speaking. A visual sign, in their own language, in a location close to this audience is a highly effective way to deliver this welcoming message directly to this audience.

Begging on the London Underground**Question No: 2018/3124**[David Kurten](#)

I am keenly aware that there has always been some degree of begging on London Underground trains, but in my observation and experience, this phenomenon is on the increase. What steps are currently being undertaken by TfL and the British Transport Police to curtail this activity?

Answer for Begging on the London Underground[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Begging on the London Underground[The Mayor](#)

Last updated: 07 December, 2018

Transport for London (TfL) is working to help staff understand the importance of reporting anyone they believe may be vulnerable or in need of support, and will be issuing new guidance to staff to assist with this. Staff will have access to more information on how to help someone who may be rough sleeping, homeless or vulnerable, while ensuring anyone who behaves in a threatening manner towards customers or staff, or commits a crime, is reported to the police.

London Underground will also be trialling new customer communications this year, which aims to encourage passengers to report anyone vulnerable to outreach teams for help. It is also working with local outreach teams, as well as the Thames Reach team (joint-funded by the Mayor and TfL), to try to ensure vulnerable people receive the help they need.

I know begging can cause some passengers to feel unsafe, which is why London Underground conduct joint operations with the British Transport Police to target hotspots for antisocial behaviour, including aggressive begging.

Drinking on the Underground**Question No: 2018/3125**[David Kurten](#)

As you will be aware, newly-elected Mayor Johnson introduced a complete ban on alcohol on the Underground in 2008. However, I have noticed in recent journeys on the Tube - especially at weekends, that there are passengers who appear wholly unaware that alcohol is banned on the Underground. What is being done to enforce this ban?

Drinking on the Underground[The Mayor](#)

Last updated: 28 November, 2018

Please see my response to Mayor's Question 2018/2489

Underground Overcrowding**Question No: 2018/3126**[David Kurten](#)

How many times between September 2017 and September 2018 have TfL staff had to temporarily close stations, due to overcrowding?

Underground Overcrowding

The Mayor

Last updated: 28 November, 2018

Transport for London (TfL) staff carefully manage the flows of customers at stations to ensure a safe travel environment and minimum inconvenience for customers. Sometimes this requires stations being closed in order to prevent congestion.

Please find below the data held on full station closures. Incidents are centrally recorded only when a full station closure occurs, that is, when trains are non-stopping and the station is closed to incoming customers.

Other business as usual crowd control measures include temporarily closing staircases to create one-way systems, temporarily closing entrances and closing ticket barriers. While these measures are in place, trains continue to stop at the station.

TfL continues to keep the situation at all busy stations under review, including looking at what further measures may be required in the future to manage demand for Tube services.

| LINE | STATION | DATE | REASON |
|-------------------|------------------|------------|--|
| Central line | Holborn | 05/10/2017 | Overcrowding due to defective Central line train |
| Metropolitan line | Kings Cross | 20/10/2017 | Overcrowding due to disruption on Northern and Piccadilly lines |
| Victoria line | Euston | 25/10/2017 | Station control to prevent overcrowding due to Network Rail incident at Harrow & Wealdstone |
| Victoria line | Euston | 27/10/2017 | British Transport Police request - overcrowding due to fatality on Network Rail services |
| Jubilee line | Bond Street | 24/11/2017 | Overcrowding due to public dispersing to station due to security alert |
| Metropolitan line | Kings Cross | 15/01/2018 | Overcrowding due to Piccadilly line service disruption |
| Metropolitan line | Kings Cross | 23/01/2018 | Overcrowding due to Metropolitan line signal failure |
| District line | South Kensington | 03/02/2018 | Station Control to prevent overcrowding due to New Zealand Day, Museum and Cirque du Soleil events |
| Piccadilly line | Leicester Square | 18/02/2018 | Station Control to prevent overcrowding at street level due to Chinese New Year celebrations |
| Jubilee line | West Ham | 13/06/2018 | Overcrowding caused by disruption on C2C and signal failure at Barking |
| Jubilee line | West Ham | 13/06/2018 | Overcrowding caused by disruption on C2C |

| | | | |
|---------------|-----------|------------|---|
| Victoria line | Stockwell | 20/06/2018 | and signal failure at Barking Station control to prevent overcrowding due to Northern line service disruption |
| Central line | Holborn | 24/09/2018 | Station control to prevent overcrowding |

Gallions Point Marina Ltd

Question No: 2018/3127

[David Kurten](#)

To ask the Mayor what involvement the GLA had (if any) in the eviction of the staff of Gallions Point Marina Ltd from their business premises at Gate 14, Albert Basin Way, London, E16 2QY on 9 October 2018?

Gallions Point Marina Ltd

[The Mayor](#)

Last updated: 28 November, 2018

The GLA is bringing forward a comprehensive redevelopment of Albert Island into an industrial and commercial area including a boat yard. This redevelopment requires vacant possession of the site, including the space occupied until recently by Gallions Point Marina.

To this end, the GLA made a number of attempts to agree a settlement with the owners of Gallions Point Marina to vacate the site, including through mediation. As all attempts failed, the GLA had no choice but to take legal action. The Court process found in the GLA's favour earlier this year, and an attempt to appeal the decision was rejected.

Notwithstanding the decision of the courts, the GLA continued to offer favourable terms to assist the owners of Gallions Point Marina in an orderly transition and handover of the site. These terms were rejected, and so High Court Enforcement Officers implemented the decision of the Court in October. The GLA is now in possession of the site.

Paedophilia (1)

Question No: 2018/3128

[Peter Whittle](#)

I was alarmed to hear Cressida Dick, Commissioner of Police for the Metropolis tell listeners of the BBC Radio 4's Today programme on 3 November 2018: "One area that has grown hugely is viewing indecent images of children. People find that utterly appalling, it is awful, but I'm afraid that we probably all know somebody who does that." This last statement cannot possibly be factually true. Do you agree with what the Commissioner said?

Answer for Paedophilia (1)

[The Mayor](#)

Last updated: 30 November, 2018

Officers are drafting a response

Paedophilia (1)[The Mayor](#)

Last updated: 25 June, 2019

It is a terrible fact that children are being exploited across London Commissioner.

The National Police Chiefs' Council Lead for Child Protection, Simon Bailey, has said that the police are dealing with an unprecedented volume of reports of child sexual abuse with as many of 500, 000 men in the UK viewing or having viewed indecent images of children.

That is why I am determined to do everything possible to deal with this issue; working with partners and communities to improve both enforcement and prevention and the care we provide for victims.

MOPAC has allocated additional funding to enhance the risk-based approach, enabling the MPS to stop and prevent more predatory offenders and to protect London's children and young people in a more effective way.

Paedophilia (2)**Question No: 2018/3129**[Peter Whittle](#)

Is London being "overwhelmed by the sheer volume" of Child Sexual Exploitation cases to the same extent as in Norfolk, as admitted by Norfolk's Chief Constable?*

*[1] <https://www.telegraph.co.uk/news/2018/11/02/low-level-paedophiles-could-avoid-jail-terms-new-guidance/>

Paedophilia (2)[The Mayor](#)

Last updated: 28 November, 2018

In line with the national trend, the Met Police has seen a significant increase in the number of offences relating to Online Child Sexual Abuse and Exploitation (OCSAE), and notably those involving Indecent Images of Children (IIOC). The Met Police received 400 referrals of OCSAE/IIOC offending from the online industry in 2016 and volumes have quadrupled since that time. The rate of increasing demand is a significant challenge, which the Met Police is actively seeking to address under the Strengthening Local Policing programme.

Paedophilia (3)**Question No: 2018/3130**[Peter Whittle](#)

What assessment has the Metropolitan Police Service made of the new guidelines from the Ministry of Justice* that "low level offences" by paedophiles, including possession of indecent child abuse images, should not be punished by jail sentences?

*[1] <https://www.telegraph.co.uk/news/2018/11/02/low-level-paedophiles-could-avoid-jail-terms-new-guidance/>

Answer for Paedophilia (3)

[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Paedophilia (3)

[The Mayor](#)

Last updated: 07 December, 2018

The Met Police will continue to comply with CPS guidance and are keen that any changes to criminal justice processes serve to improve the safety of children and young people.

I recognise the pressure police forces and the CPS are under to deal with child sexual abuse image offenders. Whilst each case is different, Conditional Cautions shouldn't be an appropriate or proportionate way to deal with the increase in this crime type. This isn't a low-level offence as each image represents an act of violence and abuse against a child. If we are to protect children from sexual abuse, prevention, enforcement and rehabilitation is integral. It is imperative that Government make significant resources available for the appropriate police and criminal justice system response.

Police Officer Residency

Question No: 2018/3131

[Peter Whittle](#)

To ask the Mayor what initiatives are currently underway to ensure that more of London's police officers are resident in the capital?

Police Officer Residency

[The Mayor](#)

Last updated: 28 November, 2018

As you know the Metropolitan Police Service (MPS) is temporarily lifting its London residency criteria as part of its drive to accelerate police officer recruitment.

By increasing the policing precept of council tax and allocating money from business rates to support the police I have provided the means for the MPS to recruit an additional 1,000 officers than they would otherwise have been able to afford.

We all want these new officers to arrive as quickly as possible, but it takes time to recruit them. The MPS believes the best way to accelerate recruitment is to open-up applications from beyond London.

The Met will continue to place a premium on recruits who have the knowledge and understanding of London, but the current operational imperative is to grow numbers quickly.

One of the greatest challenges to police officers living in London is financial. Unfortunately, the Government has not implemented the full recommendations of the Police Remuneration Review Body; refusing to consolidate the full pay rise from 2017. Both I and the Commissioner have written to the Home Office to express our disappointment at the pay award and I will continue to advocate proper pay increases for our officers.

Police officers also qualify for 'key worker' status and can access the Peabody Housing Association scheme for key workers.

London Is Open Signage (1)

Question No: 2018/3133

[David Kurten](#)

How many foreign language 'London is Open' signs such as that in Perivale Underground Station written in Polish have been placed around London?

London Is Open Signage (1)

[The Mayor](#)

Last updated: 28 November, 2018

10 stickers have been placed in TfL stations across London. Using census data, we identified 15 of the highest concentrated EU populations living in London, and placed these signs in 10 of the TfL stations located closest to these audiences. The stickers are part my message to all Londoners; they are valued and welcome in London.

London Is Open Signage (2)

Question No: 2018/3134

[David Kurten](#)

What has been the cost of TfL of placing 'London is Open' signs in different languages around London?

London Is Open Signage (2)

[The Mayor](#)

Last updated: 28 November, 2018

TfL did not incur any costs. The only cost associated with this activity was the printing of the stickers. This activity was paid for through the London is Open campaign. The space was empty and was not being used by commercial opportunities, meaning no revenue was lost. Utilising Oyster data, we can determine that 3,992,938 individuals passed through these stations during the period the London is Open signs were present.

London Is Open Signage (3)**Question No: 2018/3135**[David Kurten](#)

When there is a black hole in the budget of TfL, why are you wasting money on placing 'London is Open' signs around the London Transport network?

London Is Open Signage (3)[The Mayor](#)

Last updated: 28 November, 2018

TfL did not incur any costs and did not lose any revenue. The only cost associated with this activity was the printing of the stickers. This activity was paid for through the London is Open campaign.

The London is Open campaign is extremely important right now. Our city is home to more than 1 million EU Londoners; ensuring they can access expert legal guidance and services to apply for settled status following Brexit is vital to the economy and culture of our city. It is right that I invest in information, signposting and outreach now to prevent many thousands of Londoners being left without status post-Brexit.

Royal Park Regulations**Question No: 2018/3136**[David Kurten](#)

The Royal Park Regulations 1997 require that written permission is obtained in order to organise or take part in any assembly, display, performance, representation, parade, procession, review or theatrical event. Will the Metropolitan Police disperse assemblies of organised religious observances and stop religious displays and performances in the Royal Parks for which written permission has not been obtained?

Royal Park Regulations[The Mayor](#)

Last updated: 28 November, 2018

Under 'The Royal Parks and Other Open Spaces Regulations 1997', there is no specific power to disperse assemblies of organised religious observances nor any power to stop religious displays and performances in the Royal Parks for which written permission has not been obtained.

Section 5 of the above legislation states 'Where a constable has reasonable ground for belief that a person has contravened any one or more of these Regulations, that person shall give on demand his name and address to that constable'.

The Met takes action against breaches of the Regulations where proportionate and necessary.

Uber (1)**Question No: 2018/3137**[David Kurten](#)

Can you confirm that Uber bookings are accepted at the address stated on the London Private Hire Operators license?

Uber (1)[The Mayor](#)

Last updated: 28 November, 2018

Transport for London is satisfied that the way in which Uber London Limited (ULL) accepts bookings is compliant with private hire legislation.

Uber (2)**Question No: 2018/3138**[David Kurten](#)

How often are Uber's licensed premises in London visited by TfL compliance officers and the records checked?

Uber (2)[The Mayor](#)

Last updated: 28 November, 2018

Effective and strong regulation of the taxi and private hire industry is essential to maintaining public safety. As the regulatory and licensing authority in London, Transport for London keeps all operator licences under review to ensure they continue to meet the standards required for licensing in London.

Inspections are normally carried out at least once a year; however, TfL also visits operators more often where required.

Uber (3)**Question No: 2018/3139**[David Kurten](#)

Have TfL compliance officers ever attended the Uber London Limited Operating Centre unannounced, in order to confirm that Uber is operating within parliamentary legislation?

Uber (3)[The Mayor](#)

Last updated: 28 November, 2018

Yes. Inspections of licensed private hire operators take the form of both scheduled (where the operator is informed) and unscheduled (where the operator is not informed) visits.

Inspections take place at least once a year. TfL will also visit operators more often where required.

Uber (4)

Question No: 2018/3140

[David Kurten](#)

Do you welcome the decision to review the judgment in the TfL v. Uber case, which was presided over by Judge Emma Arbuthnott?

Uber (4)

[The Mayor](#)

Last updated: 28 November, 2018

I am aware that the United Cabbies Group has been granted permission for a judicial review. Transport for London and I will monitor proceedings closely.

MOPAC

Question No: 2018/3141

[Peter Whittle](#)

Give that the Mayor's Office for Policing and Crime does not actually employ any serving police officers, can you tell me how many staff working for that organisation are currently on salaries of more than £100,000?

MOPAC

[The Mayor](#)

Last updated: 28 November, 2018

Details of senior employee information, including salary bands are published on the MOPAC website and can be accessed here:

<https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/about-mayors-office-policing-and-crime-mopac/our-staff/senior-employee-information>

Grooming Gangs

Question No: 2018/3142

[Peter Whittle](#)

BBC Radio 4 reported in their PM programme on 19 October 2018 that in 2008, the Home Office sent a circular to all police forces in the country stating: "as far as these young girls who are being exploited in towns and cities, we believe they have made an informed choice about their sexual behaviour and therefore it is not for police officers to get involved in." a) Did the Metropolitan Police receive this letter? b) Were any investigations closed down in response to this letter? c) Did the Metropolitan Police ever receive a letter from the Home

Office at a later date rescinding this order not to get involved in investigating the rape gangs (so called grooming gangs) and what did this letter say? And d) What other correspondence has the Metropolitan Police received from the Home Office dictating how they should proceed in investigating the rape gangs (so-called grooming gangs)?

Answer for Grooming Gangs

[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Grooming Gangs

[The Mayor](#)

Last updated: 27 December, 2018

Without further details the Met Police is unable to identify the Home Office circular from 2008 referred to nor the letter in question. Therefore, they cannot state whether any investigations were closed down in response to the letter or whether any order in the letter was later rescinded.

The terms 'Rape gangs' and 'grooming gangs' are not legally recognised and do not appear in MPS policy. However, these terms relate to Child Sexual Exploitation (CSE). The Home Office publication from March 2015 on 'Tackling Child Sexual Exploitation' formed the basis of the national response to CSE being identified as a National Threat in 2015 within the Strategic Policing Requirement and led to development of the National CSE Action Plan. A revised definition of CSE and targeted guidance and training ensuring professionals have a shared understanding of what CSE is and how best to work together to tackle it have been implemented - ensuring sexually exploited children are recognised as victims. The Met Police CSE Strategic Governance Board oversees the local implementation of the Action Plan.

Departure of the 7th spare diesel train from the Barking - Gospel Oak line and the continued delays to the new electric trains (1)

Question No: 2018/3144

[Jennette Arnold OBE](#)

Why has the Barking - Gospel Oak line been left without a spare train to cover for maintenance and breakdowns? Isn't this contrary to a previous Mayoral statement saying no more trains would leave before new electric ones entered service?

Departure of the 7th spare diesel train from the Barking - Gospel Oak line and the continued delays to the new electric trains (1)

[The Mayor](#)

Last updated: 28 November, 2018

In order to accommodate the delay to the new electric trains, Arriva Rail London (ARL) negotiated an extension to the lease of the diesel trains, which currently run on the line.

ARL and Transport for London (TfL) were in discussions until late on Friday 10 November to retain one of these diesel trains. However, despite their best efforts, the seventh spare train had to be released to be overhauled before being redeployed elsewhere in the country.

TfL has subsequently published plans for trains to run less frequently at weekends, when passenger numbers are lower, until the new trains are introduced. This is to allow train maintenance to take place at the weekend to increase the likelihood of a reliable weekday service. TfL has informed customers of these temporary changes through information at stations, emails, its website and social media.

TfL has apologised for the inconvenience this will cause and will continue to work closely with all parties to introduce the new trains and meet the full timetable as soon as possible.

On behalf of Londoners, I have personally spoken to the President and Chief Executive Officer of Bombardier to express my extreme disappointment at the continuing delays to the new trains and to demand his organisation does everything possible to get them into passenger service as quickly as possible.

Departure of the 7th spare diesel train from the Barking - Gospel Oak line and the continued delays to the new electric trains (2)

Question No: 2018/3145

[Jennette Arnold OBE](#)

Would the Mayor please provide, and also instruct Transport for London to provide passengers with, a clear detailed statement, and ongoing updates, as to what is happening with the new trains and when they will enter service?

Departure of the 7th spare diesel train from the Barking - Gospel Oak line and the continued delays to the new electric trains (2)

[The Mayor](#)

Last updated: 28 November, 2018

Bombardier Transportation, the manufacturer of the new electric trains, has told Transport for London (TfL) that, subject to further successful software development, the new trains should begin entering passenger service in the second half of December. TfL shares your frustration at these continuing delays and is fully focused on ensuring Bombardier delivers the trains as quickly as possible.

TfL had expected the new trains to be here long before now, and is sorry for the continuing delay. However, testing of the new trains is well underway. Some trains have already accumulated in excess of 1,000 miles, helping Bombardier iron out problems before they enter passenger service. The software has now been developed to the point where driver instructor training has begun. Arriva Rail London needs to train nearly 170 drivers to be

able to run a full complement of new trains. TfL and ARL are working to train drivers and introduce the new trains as quickly as possible.

On behalf of Londoners, I have personally spoken to the President and Chief Executive Officer of Bombardier to express my extreme disappointment at the continuing delays and to demand his organisation does everything possible to get the new trains into passenger service as quickly as possible.

I have instructed TfL to ensure that they continue to provide customers and their representatives with regular updates on this matter. TfL is using emails, its website, social media and information at stations to ensure people know what is happening.

Departure of the 7th spare diesel train from the Barking - Gospel Oak line and the continued delays to the new electric trains (3)

Question No: 2018/3146

[Jennette Arnold OBE](#)

Would the Mayor please explain why the new trains have not yet entered service and set out clearly what Transport for London, Arriva Rail London and Bombardier Transportation are doing, including milestone dates, to expedite their introduction?

Departure of the 7th spare diesel train from the Barking - Gospel Oak line and the continued delays to the new electric trains (3)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Departure of the 7th spare diesel train from the Barking - Gospel Oak line and the continued delays to the new electric trains (3)

[The Mayor](#)

Last updated: 07 December, 2018

Please see my response to Mayor's Question 2018/3145.

TfL continues to work closely with all parties to avoid any further delays and apologises for the disruption that users of the Gospel Oak to Barking line are currently experiencing.

On behalf of Londoners, I have personally spoken to the President and Chief Executive Officer of Bombardier to express my extreme disappointment at the continuing delays to the new trains and to demand his organisation does everything possible to get them into passenger service as quickly as possible.

Departure of the 7th spare diesel train from the Barking - Gospel Oak line and the continued delays to the new electric trains (4)**Question No: 2018/3147**[Jennette Arnold OBE](#)

Please explain what contingency measures Transport for London have in place if more diesel trains leave the line and the current service becomes inoperable? Does this mean a reduced timetable or bus replacement services, or something else?

Departure of the 7th spare diesel train from the Barking - Gospel Oak line and the continued delays to the new electric trains (4)[The Mayor](#)

Last updated: 28 November, 2018

Discussions are at an advanced stage for the retention of the remaining six diesel trains until the new electric trains enter passenger service.

Following the unavoidable return of the spare seventh train, trains will temporarily run less frequently at weekends, when passenger numbers are lower, until the new trains are introduced. This is to allow preventative train maintenance to occur at weekends and provide a more resilient weekday service, when the normal 4 trains per hour service is planned to run. Additional buses will supplement the rail service and TfL is making sure customers are informed. TfL is very sorry for the inconvenience this will cause.

Departure of the 7th spare diesel train from the Barking - Gospel Oak line and the continued delays to the new electric trains (5)**Question No: 2018/3148**[Jennette Arnold OBE](#)

Would the Mayor agree with me that the current situation on the GOBLIN is completely unacceptable, and is not what passengers have come to expect from London Overground services?

Departure of the 7th spare diesel train from the Barking - Gospel Oak line and the continued delays to the new electric trains (5)[The Mayor](#)

Last updated: 28 November, 2018

I agree with you that the current situation on the Gospel Oak to Barking line is completely unacceptable. London Overground is one of the most reliable train operators in the country and the current service on this line falls far short of the level of service Transport for London (TfL) aims to provide to its customers.

On behalf of Londoners, I have personally spoken to the President and Chief Executive Officer of Bombardier to express my extreme disappointment at the continuing delays and to demand his organisation does everything possible to get the new trains into passenger service as quickly as possible.

I know too that TfL shares your frustration at the situation and, together with Arriva Rail London, is fully focused on ensuring Bombardier delivers the trains as quickly as possible.

Transport for London Access as experienced by my constituent.

Question No: 2018/3149

[Jennette Arnold OBE](#)

What message does the Mayor have for my constituents whose regular experience as a wheelchair user of Transport for London services is one of humiliation, frustration and anger?

See below for a couple of the most recent appalling examples as tweeted to you, Transport for London-Access, Transport for London and myself.

"16.00hrs today Sun 14/10/18. Driver of 259 bus towards King's X refused to lower wchair ramp for me to board at Cally Rd stn despite hand signal, ringing access bell & passengers calling to driver. Humiliating @ infuriating. @Transport for LondonAccess @Transport for London @MayorofLondon @JennetteArnold @scope"

"Typical @Transport for London fiasco. No step-free access from @piccadillyline at King's X. Take bus. No @metline service to Wembley Pk. Really? On event day at stadium? @MayorofLondon @JennetteArnold @Transport for LondonAccess"

Transport for London Access as experienced by my constituent.

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Transport for London Access as experienced by my constituent.

[The Mayor](#)

Last updated: 18 February, 2019

I am very sorry to read that a number of your constituents have experienced difficulties while travelling on London's transport network. I have asked Transport for London (TfL) to investigate the two issues raised and report back to you on their findings so that you can update your constituents.

I would like to assure you that the accessibility of the public transport system remains one of my key priorities. I know this is vital to allow Londoners to live, enjoy, explore and work in the city freely. I am committed to making TfL services more accessible through the provision of more step free stations, better infrastructure, training staff and providing timely and accurate information to help people to plan and make journeys.

TfL has made real progress in this area, for example delivering disability equality training across the organisation, and by progressing the Tube's largest ever programme of accessibility investment. The opening of the Elizabeth line will see all 41 stations providing step-free access.

Of course, there is still much more to do, as demonstrated by your constituent's feedback, but I hope I have reassured you that I am committed to making the public transport network more accessible for disabled and older people.

Air Pollution at William Patten School, Hackney.

Question No: 2018/3150

[Jennette Arnold OBE](#)

Please could you provide details of the air pollution levels outside William Patten School in Stoke Newington for the last 5 years?

Air Pollution at William Patten School, Hackney.

[The Mayor](#)

Last updated: 28 November, 2018

The GLA uses the London Atmospheric Emissions Inventory to assess air pollution across the whole of London, the base year for which is 2013. A new inventory with a base year of 2016 will be available early next year. In 2013 the nitrogen dioxide (NO₂) level outside William Patten Primary School was estimated to be 45.2 ug/m³. The legal limit is 40 ug/m³. For this reason, William Patten Primary School received one of my 50 air quality audits, and my officers are now working with TfL, Hackney and the school to implement some of the recommendations, including through a starter grant of £10,000.

London boroughs are responsible for local air quality monitoring and assessment. There is no air quality monitoring station outside William Patten Primary School. However, from 2017 Hackney started using diffusion tubes to monitor air pollution at the school. In 2017 one of the diffusion tubes recorded NO₂ concentrations of 48 ug/m³, however, another diffusion tube in a different location only recorded concentration of 29 ug/m³.

To increase the number of locations where we directly monitor air quality, including at schools, the GLA is working to pilot a new innovative hyper-local monitoring sensor system, combining static, mobile and wearable air quality sensors.

Top 20 Schools Suffering Highest Pollution Levels in London

Question No: 2018/3151

[Jennette Arnold OBE](#)

Please could you provide details of the 20 schools suffering the highest levels of air pollution in London?

Top 20 Schools Suffering Highest Pollution Levels in London

[The Mayor](#)

Last updated: 28 November, 2018

We estimate there are 360 primary schools and 78 secondary schools located in areas exceeding legal pollution limits (for nitrogen dioxide). This is based on analysis using the

London Atmospheric Emissions Inventory 2013. The 20 primary and secondary schools with the highest pollution concentrations are below:

| | |
|------------------------|--|
| Westminster | St Mary's Bryanston Square Church of England School |
| Westminster | St Clement Danes Church of England Primary School |
| Westminster | St Peter's Eaton Square Church of England Primary School |
| Southwark | St George's Cathedral Catholic Primary School |
| Westminster | The St Marylebone Church of England School |
| Hammersmith and Fulham | St Paul's P Church of England primary School |
| Westminster | Christ Church Bentinck Church of England Primary School |
| Westminster | The Minerva Academy |
| City of London | Sir John Cass's Foundation Primary School |
| Tower Hamlets | Woolmore Primary School |
| Islington | Central Foundation Boys' School |
| Lambeth | Oasis Academy South Bank |
| Hammersmith and Fulham | Sacred Heart High School |
| Westminster | Hampden Gurney Church of England Primary School |
| Camden | Argyle Primary School |
| Camden | Christopher Hatton Primary School |
| Camden | St Joseph's Primary School |
| Lambeth | St Anne's Catholic Primary School |
| Tower Hamlets | Canon Barnett Primary School |
| Westminster | St Vincent de Paul RC Primary School |

Note: This analysis has been undertaken using the Ofsted list of all Local Authority funded schools. These schools all exceed the annual legal nitrogen dioxide limit of 40ug/m3.

Air Pollution and Schools

Question No: 2018/3152

[Jennette Arnold OBE](#)

What is the Mayor's Office doing to improve air pollution levels at schools recognised as suffering the highest levels of air pollution in London?

Air Pollution and Schools

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Air Pollution and Schools

[The Mayor](#)

Last updated: 18 February, 2019

I am concerned about poor air quality around London's schools. Breathing in dirty air can affect children's health and well-being. That is why I have developed a 'schools audits' approach which I have successfully trialed at 50 primary schools in the city's most polluted areas. I also provide information on periods of moderate, high and very high pollution to schools through my air quality alerts system. The alerts go to all primary and secondary schools in London, other than those who have opted out.

My audits, which have assessed air pollution around schools, have made recommendations that can help protect students from exposure to poor air quality. Proposed measures, where feasible, include pedestrianisation around school entrances and exits, improving indoor ventilation, using green infrastructure to shield playgrounds and encouraging walking and cycling.

I want every school that needs an audit to have one and I've developed a toolkit to enable boroughs to deliver audits at other schools and a Schools' Forum to share best practice. To support these efforts boroughs are now able to use TfL Local Implementation Plan (LIP) funding. In 2018/19 a total of £237 million has been budgeted to help boroughs manage their streets (including LIP funding).

I've announced a total of £1.05 million in additional funding for schools and nurseries. This includes £10,000 to each of the 50 audited schools to implement some of the recommendations straight away – while they work with their local borough on implementing wider recommendations. I have asked boroughs to match this funding. Any school located in a polluted area has also been able to apply for greening funding through my Greener City Fund. My funding includes £250,000 for my new nurseries audit programme which will also look at indoor air quality and trial indoor air filtration.

Regarding new schools in London, these should not be built where there is high exposure to air pollution. I have set out in my answer to Mayor's Question 2018/3051 how my London Plan will ensure that new schools are only built in suitable locations.

I am also introducing the world's first ever ultra-low emission zone (ULEZ) in central London this April, to encourage removing older polluting vehicles from London's roads or face a charge to enter the zone. This is expected to result in a 45% reduction in nitrogen oxides (NOx) emissions within the zone in 2020, significantly improving the air around schools within the zone. I will expand the ULEZ to the Inner London boundary, which is predicted to result in further improvements in air quality; leading to a 28% reduction in NOx road transport emissions in outer London and around a 31% reduction in NOx road transport emissions in inner London in 2021.

Central London Bus Service Changes Interchange Distances.**Question No: 2018/3153**[Jennette Arnold OBE](#)

How was an interchange distance 0.4Km (as mentioned in the EIA) decided on as being 'low' impact for bus users including the elderly and those with limited mobility?

Central London Bus Service Changes Interchange Distances.[The Mayor](#)

Last updated: 28 November, 2018

Four hundred metres is used as the maximum desired walking distance in the guidelines TfL and many other transport authorities use to plan bus services. However, I recognise that this distance may still pose challenges for some customers, in particular, those with restricted mobility.

Transport for London's (TfL's) draft Equalities Impact Assessment (EqIA) looks to assess the potential adverse impact of the central London bus service proposals on equalities groups. The EqIA was drafted in conjunction with TfL's Independent Disability Advisory Group (IDAG), and as part of the assessment, a ranking scale was developed to identify elements of the proposals with the highest adverse impact on equalities groups.

This draft document was under consultation until Friday 9 November. TfL is now considering the feedback received through the consultation from members of the public and stakeholders, to look at what adjustments need to be made.

Proposed Withdrawal of the 48 Bus Route for Those with Limited Mobility**Question No: 2018/3154**[Jennette Arnold OBE](#)

An elderly constituent currently uses the 48 route to travel from Bakers Arms to London Bridge. The proposed changes involve her changing buses, walking 0.4km between bus stops and waiting for a 35 to arrive. How is it reasonable to expect the elderly and people with limited mobility to maintain independence when they are expected to travel like this?

Proposed Withdrawal of the 48 Bus Route for Those with Limited Mobility[The Mayor](#)

Last updated: 28 November, 2018

Transport for London's (TfL) draft Equalities Impact Assessment (EqIA) looks to assess the potential adverse impact of the central London bus service proposals on equality groups, including older people. TfL asked people to comment on this EqIA through its consultation, which ended on Friday 9 November.

TfL is now considering the feedback received through the consultation to help it decide whether adjustments need to be made.

Should any proposals go ahead, TfL would look to work with the London boroughs to make interchange as easy as possible, by improving issues such as step free access, seating, lighting and wayfinding for customers making these changes.

Further to this, there are many interchange opportunities in central London that have minimal walking distances. TfL advises me that your constituent may be able to make her current journey (Bakers Arms to London Bridge) by taking route 56 from Bakers Arms to Angel Islington, then a same-stop interchange onto route 43 to London Bridge. In the other direction, this involves a short walk of around 30 metres between the adjacent stops.

'Low Impact' assessed at 0.4 KM

Question No: 2018/3155

[Jennette Arnold OBE](#)

In the Equalities Impact Assessment for Transport for London's Central London Bus Service Consultation a distance of 0.4km between interchange points (where previously there was no need for interchange) was considered low impact. How was this distance as a measurement of low impact decided upon?

'Low Impact' assessed at 0.4 KM

[The Mayor](#)

Last updated: 28 November, 2018

Please see my response to Mayor's Question 2018/3153.

Transport for London staffing levels for Taxi License Applications

Question No: 2018/3156

[Jennette Arnold OBE](#)

A member of my constituency recently waited nearly 10 months from original application to grant of license for a private hire license. This led to loss of livelihood and the threat of losing his family home. Staff dealing with applications are currently facing a huge backlog, which in turn is causing financial hardship to those making the applications. What steps is the Mayor taking to ensure that this backlog is dealt with quickly and there are enough Transport for London staff in the department to deal with demand?

Transport for London staffing levels for Taxi License Applications

[The Mayor](#)

Last updated: 28 November, 2018

Without knowing your constituent's details, it is not possible for Transport for London (TfL) to review his case and understand what caused the delays in his specific circumstances. However, I am aware that TfL has seen a substantial increase in the number of calls and enquiries in recent months, which has caused some delays with licensing new and renewal applicants.

TfL apologises for these delays and has introduced a number of initiatives to address the increase in workload. This includes changes to the application process to make it more efficient, as well as reprioritisation of resource.

License renewal applications continue to be prioritised to ensure that licensed drivers can continue to work. TfL is confident that this is not a long-term issue and has seen improvements in the past few weeks.

Supporting Teachers' Health and Wellbeing

Question No: 2018/3157

[Jennette Arnold OBE](#)

What are you doing, in collaboration with Boroughs and schools, to support teachers' wellbeing and mental health?

Supporting Teachers' Health and Wellbeing

[The Mayor](#)

Last updated: 28 November, 2018

Teacher wellbeing and mental health is one of the key themes of my Healthy Schools London programme. Healthy Schools London works with all London boroughs and over 2000 schools to support and recognise school achievement in supporting pupil and teacher wellbeing. To achieve the award, schools must assess staff health and wellbeing, then provide appropriate training, development opportunities and support. Schools must evidence how they do this and provide access to confidential advice and support services. 57% of registered schools have a Bronze Award.

My London Healthy Workplace Charter has accredited 17 nurseries, schools, academies and universities. City Hall has supported events to enable these award winners to share their practice on teacher health and wellbeing with other schools and educational institutions.

Leaseholders in Unsaleable Properties

Question No: 2018/3158

[Jennette Arnold OBE](#)

What progress has been made in supporting leaseholders where the terms of their leases leave them trapped in unsaleable, unrentable properties?

Leaseholders in Unsaleable Properties

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Leaseholders in Unsaleable Properties

[The Mayor](#)

Last updated: 27 December, 2018

My officers have been taking forward discussions about the case of leaseholders in such a situation, which you have previously alerted us to. It has been hard to make progress in that case and my officers have been taking forward discussions about resolving the case of particular leaseholders in such a position, and they would be happy to meet with you to brief you more fully.

Step Free Access at Crouch Hill Station

Question No: 2018/3159

[Jennette Arnold OBE](#)

Will the Mayor join my constituents, the Leader of Islington Council, Local Councillors, Local MP Jeremy Corbyn MP and myself in calling on Transport for London to provide Step Free Access at Crouch Hill Station?

Step Free Access at Crouch Hill Station

[The Mayor](#)

Last updated: 28 November, 2018

I share your ambition to make transport accessible to many more Londoners. Transport for London (TfL) has recently listed its 21 preferred stations to the Department for Transport (DfT) for the next tranche of the DfT's Access for All programme. Unfortunately, Crouch Hill is not one of these stations.

TfL carefully considered the case for recommending a step free access solution at Crouch Hill as part of a wider evaluation covering all 170 National Rail stations in London that currently have no step free access. Crouch Hill did not fall within the top 50 stations once they were ranked in order of priority, using a method set out in my Transport Strategy, and also accommodating the DfT's criteria. The DfT makes all funding decisions for the country as a whole and I have asked TfL to consider the suitability of Crouch Hill station in future tranches of the Access for All programme.

Customers unable to access Crouch Hill Overground station are advised to use the bus network, which provides a fully accessible alternative. Three routes – W3, W7 and 210 – all serve Crouch Hill station area and allow customers to travel to other accessible transport hubs.

Activity Programmes for School Aged Children Over Christmas

Question No: 2018/3160

[Jennette Arnold OBE](#)

Will you be replicating your summer holidays and half term activity programmes during the Christmas break?

Activity Programmes for School Aged Children Over Christmas

[The Mayor](#)

Last updated: 28 November, 2018

Yes, I am keen that children and young people engage with all the fantastic opportunities in London. The Our London map will provide young people with more information about the exciting activities in their area in an easy to use and interactive way. My Young Londoners Fund will provide a range of diverse activities that young people can get involved in over the Christmas holiday and over the next four years which will be included on the map.

Take Up of Holiday Activity Programmes

Question No: 2018/3161

[Jennette Arnold OBE](#)

How many children and young people are estimated to have taken part in the summer and half term activity programmes this year?

Take Up of Holiday Activity Programmes

[The Mayor](#)

Last updated: 28 November, 2018

The numbers of children and young people that attended summer and half term activities are difficult to estimate, however I was delighted by the coverage on social media showing young people engaging in fun and diverse activities. The london.gov.uk Our London Summer website received over 12,600 unique visitors and through the fantastic activities of the Young Londoners Fund I expect that these numbers will increase.

£15m of my Young Londoners Fund is being used to upscale existing City Hall projects. A number of these projects, including my Knife Crime Community Seeds, Stepping Stones and Sport Unites Summer 2018 included activity that was delivered over the summer and reached over 3,500 young people.

SEND Pupils' Access to Holiday Activity Programmes

Question No: 2018/3162

[Jennette Arnold OBE](#)

Did your summer and half term activity programmes have fully accessible events for children and young people with SEND?

SEND Pupils' Access to Holiday Activity Programmes

[The Mayor](#)

Last updated: 28 November, 2018

Many of the activities included as part of Our London Summer were fully accessible to children and young people with SEND, however organisations were not required to provide these details on the Our London website. To support the engagement of young people with SEND going forward, we will encourage organisations to include if their facilities are fully accessible.

Through my Young Londoners Fund I am investing in a number of projects specifically focused at children and young people with SEND.

Desperately Awaiting Step Free Access to and from Finsbury Park Tube Line

Question No: 2018/3163

[Jennette Arnold OBE](#)

Will the Mayor give an update to my long-suffering constituents on when the work to provide Step Free Access, to and from Finsbury Park Tube Line will be completed?

Desperately Awaiting Step Free Access to and from Finsbury Park Tube Line

[The Mayor](#)

Last updated: 28 November, 2018

Step-free access to the Victoria and Piccadilly lines will be available by the end of March 2019, but Transport for London is committed to bringing this date forward if at all possible.

Tube Noise (1)

Question No: 2018/3165

[Leonie Cooper](#)

My constituents who use the underground continue to suffer excessive noise while travelling north from Pimlico to Victoria. When will this be resolved?

Answer for Tube Noise (1)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Tube Noise (1)

[The Mayor](#)

Last updated: 07 December, 2018

Transport for London aims to install new under-rail pads in this area in early 2019, which will lead to a reduction in noise for customers.

Tube Noise (2)

Question No: 2018/3166

[Leonie Cooper](#)

My constituents who live and work near south Wimbledon underground station continue to suffer excessive noise both while travelling and living near the station. Latest readings inside people's homes show decibel readings of 50db, up from earlier levels. For residents in Melbourne Road the situation is completely intolerable. When will it be resolved?

Answer for Tube Noise (2)[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Tube Noise (2)[The Mayor](#)

Last updated: 07 December, 2018

Transport for London (TfL) has carried out a number of works to address Tube Noise around South Wimbledon station.

This includes the installation of resilient track fastenings in July 2017 and May 2018, and track improvement works (including the removal of rail joints and work to improve the condition of sleepers between June and August 2018). TfL has also trialled a temporary speed restriction, during Night Tube, in this area.

While this has been effective in addressing noise concerns in some nearby properties, TfL is aware of ongoing issues for residents on Melbourne Road. TfL will be carrying out further track inspections later this month to assess what further work can be carried out. I have asked officers at TfL to update you once these inspections have taken place.

TfL is currently assessing how best to reduce in-carriage noise in areas where resilient track fastenings have been installed, in order to address noise and vibration in nearby homes, including trialling innovative under-rail pads.

These new pads could be used to reduce in-carriage noise around South Wimbledon, and I have asked officers at TfL to update you once further information is available.

Retrofitting (1)**Question No: 2018/3167**[Leonie Cooper](#)

Thank you for your written answer to question 2018/2744 on energy retrofitting across Boroughs. I note significant variation between boroughs in terms of how many homes have benefited. How are you working to ensure eligible customers across all London Boroughs are able to access your schemes to make fuel bill savings?

Retrofitting (1)[The Mayor](#)

Last updated: 28 November, 2018

The figures provided in the answer to question 2018/2744 related to five different programmes, of which three are ongoing (Solar Together, RE:NEW and Warmer Homes). Each of these schemes is open to all boroughs, though in some cases boroughs can choose to participate or not, as follows:

- Solar Together - the second phase of the programme is promoted through direct marketing across eleven participating boroughs, but Londoners outside of these boroughs may still participate in the scheme, subject to installers' availability in their area
- RE:NEW - is a technical assistance programme for local authorities and housing providers in London to help them deliver retrofit projects in social housing. Organisations can choose to participate, but the technical support team has undertaken a wide range of engagement activity to raise awareness of the programme and assist organisations who could benefit.
- Warmer Homes - is open to eligible fuel poor owner-occupiers and private sector tenants in London. I consider that the best way of targeting eligible customers is to work with local delivery partners across London to generate leads, including supporting London boroughs through the Fuel Poverty Support Fund.

Retrofitting (2)

Question No: 2018/3168

[Leonie Cooper](#)

Thank you for your written answer to question 2018/2742 on targets for your energy retrofit programmes. Are these on track to meet their targets? What plans do you have to extend or replace these programmes after they are currently scheduled to end throughout 2019?

Retrofitting (2)

[The Mayor](#)

Last updated: 28 November, 2018

The answer to Mayor's Question 2018/2742 referred to three of my retrofit programmes/projects: Warmer Homes; RE:NEW; and Energy Leap. An update on progress towards targets and plans to extend or replace these programmes is provided below:

1) Warmer Homes is on track to meet its targets in relation to the number of homes retrofitted, having retrofitted 225 out of a minimum 625 homes to date. It is too early to say whether CO₂, energy and NO_x targets will be met as there are a large number of retrofits in progress, but these figures are gathered for each completed job based on deemed savings. Due to high demand, I decided to increase funding to Warmer Homes by £1.925m in early November to provide further support to fuel poor this winter. I am also developing plans for the next phase of Warmer Homes.

2) The key target for the RE:NEW programme extension, which runs until April 2019 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 and save 3,700 tonnes of CO₂. The programme is on track to achieve these targets. Procurement is underway to appoint a technical support service to deliver the successor to RE:NEW

3) Energy Leap is on track to complete near net zero retrofits of up to ten homes by end of 2019.

ULEZ (1)

Question No: 2018/3169

[Leonie Cooper](#)

Is London on track for the roll out of the ULEZ in the Congestion Charge Zone in April 2019?

Answer for ULEZ (1)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

ULEZ (1)

[The Mayor](#)

Last updated: 27 December, 2018

Yes. London's toxic air contributes to thousands of early deaths each year and is putting the health of children at risk. The Ultra Low Emission Zone (ULEZ) is pivotal to transforming the air that millions of Londoners breathe.

The ULEZ will mean that, from 8 April 2019, vehicles driving in central London will need to meet the toughest vehicle emission standards of any major city, 24 hours, 7 days a week. This follows wide-ranging action I am already taking on tackling the most polluting cars, and cleaning up London's bus and taxi fleet.

Given the very real and immediate impact on people's health, there needs to be much more of an emphasis on government action and further funding is needed. The Secretary of State for Environment has said he is happy to look again at my proposal for a targeted diesel scrappage scheme to minimise impacts on families and businesses as we deliver much needed improvements to our air quality. Such a scheme could be funded by the national £220m Clean Air Fund. However, I am deeply disappointed that London is not eligible to bid for any of this money even though Londoners, living in the most polluted part of the UK, are helping to pay for it. I am also disappointed that, despite a joint call from city leaders across the UK, scrappage was not referenced in the recent budget and we will continue to make the case ahead of the next Comprehensive Spending Review.

ULEZ (2)

Question No: 2018/3170

[Leonie Cooper](#)

How much do you estimate the ULEZ will generate in revenue in its first year? How much more is this than predicted T-Charge revenues for the same period?

Answer for ULEZ (2)[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

ULEZ (2)[The Mayor](#)

Last updated: 07 December, 2018

London's toxic air is a public health crisis, and I am absolutely determined to tackle it.

The introduction of the Ultra Low Emission Zone (ULEZ) in 2019 and its expansion to inner London in 2021 is not about making money, but about improving the health and wellbeing of thousands of Londoners. That is why Transport for London (TfL) is doing all it can to make sure road users are aware that the ULEZ is coming on 8 April 2019, to encourage them to check their vehicles' compliance online through their website in advance and to act to upgrade their vehicles if necessary. All money received from the ULEZ will be reinvested into improving the transport network and making London's air cleaner.

The annual T-Charge income is £3.4m. As the T-Charge is combined with the Congestion Charge, TfL cannot separate out the enforcement income generated from non-payment of the T-Charge.

It is estimated that ULEZ Central in the first year will generate £174m, including enforcement income. This is before any operating costs and other expenses. The net operating surplus for the first year is estimated to be £127m. It is expected that the income will reduce as the policy has the desired effect of taking the most harmful and polluting vehicles off the road.

ULEZ (3)**Question No: 2018/3171**[Leonie Cooper](#)

Have you made projections for which areas of London will see the largest fall in pollution as a result of the ULEZ introduction in 2019, and the expansion in 2021?

Answer for ULEZ (3)[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

ULEZ (3)[The Mayor](#)

Last updated: 07 December, 2018

The anticipated reductions in air pollution as a result of introduction of the Ultra Low Emission Zone (ULEZ) in 2019, strengthening of the Low Emission Zone (LEZ) in 2020, and

expansion of the ULEZ in 2021, were presented as part of the public consultations for those schemes. As a result of all of these schemes, there is expected to be a 30% reduction in NO_x in Inner London in 2021.

The consultation documents can be found at:

<https://consultations.tfl.gov.uk/environment/air-quality-consultation-phase-3a/>
(Introduction of the ULEZ)

<https://consultations.tfl.gov.uk/environment/air-quality-consultation-phase-3b/?cid=airquality-consultation> (Strengthening of LEZ and expansion of ULEZ).

ULEZ (4)

Question No: 2018/3172

[Leonie Cooper](#)

How many Londoners have registered for ULEZ Residents' Discounts so far? How are you ensuring that all those living within the Congestion Charging Zone are aware of the ULEZ changes and their rights and responsibilities with regards to charging and discounts?

ULEZ (4)

[The Mayor](#)

Last updated: 28 November, 2018

The ULEZ discount for residents is managed through registration for the residents' Congestion Charge discount. Congestion Charge Zone residents that have already registered for the Congestion Charge discount will not need to re-register for the ULEZ discount. Residents that have not registered for the Congestion Charge discount can register online to be eligible for the ULEZ grace period.

Residents who are registered for the residents' Congestion Charge discount will be granted a time-limited 'sunset period' where a 100 per cent discount from the ULEZ will apply to their vehicles until 24 October 2021. This will give them more time to change their vehicle to meet the ULEZ standards or adapt how they travel. The discount will be available to those who live within the ULEZ and in designated areas next to the boundary where the Congestion Charge residents' discount applies.

There are currently 16,289 vehicles registered for the residents' Congestion Charge discount and therefore eligible for the ULEZ 'sunset period.' This discount will only apply while they live within the zone and are registered with Transport for London (TfL).

To ensure awareness of the ULEZ and the discount available for residents, TfL has written to all residents of the Congestion Charging Zone who have registered a vehicle. Further communications will take place prior to the ULEZ launch on 9 April 2019.

Drain London**Question No: 2018/3173**[Leonie Cooper](#)

Will you be extending or replacing the Drain London project, after the remaining funds are allocated? What evaluation have you conducted of the benefits of the scheme?

Drain London[The Mayor](#)

Last updated: 28 November, 2018

Following a £3,200,000 grant from Defra in 2010, the Drain London programme has delivered surface water flood risk mapping and management plans for all 33 London local authorities, detailed studies into 28 areas of high surface water flood risk and pilot projects for sustainable drainage measures (SuDS). To further coordinate SuDS retrofitting, the remaining budget has been assigned to the delivery of the London Sustainable Drainage Action Plan through to April 2020. Action plan activities include integrating SuDS into GLA and Functional Body activities such as TfL schemes, providing guidance for sectors, pushing water companies to be more proactive about SuDS and identifying ways to further mainstream SuDS retrofit. I will be issuing an annual monitoring report to track the use and impact of the remaining funds.

I consider the Drain London programme to have been an efficient and beneficial use of government funding and will use the results of the monitoring to make the case for obtaining similar investment from external sources in the future.

River Emissions**Question No: 2018/3174**[Leonie Cooper](#)

Recent Guardian* reports revealed concerns that ships will dump pollutants in the ocean to avoid new International Maritime Organisation clean fuel rules. According to your Environment Strategy, river transportation makes up a 'small but significant' proportion of London's ambient pollution. Do you have a numerical figure for the contribution of river traffic to London's pollution, and how are you tackling this while also ensuring that ships are not able to subvert new rules in this way? How does this affect your approach to river transportation, particularly the building of new terminals?

*<https://www.theguardian.com/environment/2018/oct/29/thousands-of-ships-c...>

River Emissions[The Mayor](#)

Last updated: 28 November, 2018

The discharge of sulphurous scrubber waste by international vessels on the high seas is outside my powers as Mayor of London to control. I would, however, strongly encourage the International Maritime Organisation to close this loophole as rapidly as possible.

Emissions controls that simply move pollutants from one part of the environment to another should not be acceptable.

In terms of vessels on the Thames: the vast majority of vessels operating within London are classified as “inland waterway vessels” and as such must use red diesel rather than marine fuels. As red diesel is required to meet the same strict sulphur limits as road diesel, scrubbers are not used by these vessels, so the problem does not arise. The clear policies I have set out in my Environment Strategy and London Plan are unaffected.

You also asked for figures for the contribution of river emissions to London’s air pollution. The Port of London Authority recently released a detailed inventory of emissions from vessels on the tidal Thames and my officers will be integrating this into the forthcoming update of the London Atmospheric Emissions Inventory. In the meantime, the best estimates we have were published in my London Environment Strategy last year and put contributions to NOx and particulate matter at 1 per cent of London’s total emissions, which my officers believe to be an underestimate.

The impacts of pollution are related to how far away the source is. So, the amount of pollution caused locally by river traffic will be greater close to the river banks than, for instance, in outer London. The welcome recent announcement to scrap plans for the Enderby Wharf Cruise Terminal will mean that a potential additional source of air pollution affecting local communities along the river in East London will not now be built.

Winter Proofing London’s pipes

Question No: 2018/3175

[Leonie Cooper](#)

In the last year, what work has been done with Boroughs and water companies to winter-proof London’s pipes and sewers, following widespread flooding last winter? Do your projections show that London’s water system will be better able to cope this year?

Winter Proofing London’s pipes

[The Mayor](#)

Last updated: 28 November, 2018

Winter conditions are known to increase the risk of burst water mains and pipes, but water companies were simply not as well prepared for last winter’s cold snap as they should have been. As a result, thousands of Londoners experienced unacceptable water outages.

I wrote to Ofwat the regulator and the chief executives of Thames Water and Affinity Water, the affected companies that supply London, calling for more to be done, including improved compensation, better working with boroughs, and growing the Priority Services Register (PSR) to include all vulnerable Londoners. Since then, these water companies have reviewed their prediction and response capabilities, including compensation schemes and committed to improve how they identify vulnerable customers and increase numbers on their PSR accordingly. I will continue to keep an overview of their preparation and performance as we move into winter.

Water Shortages

Question No: 2018/3176

[Leonie Cooper](#)

Many of the rivers around London are running dry, with potentially dire consequences for Londoners. What are you doing, with Boroughs and water companies, to ensure sustainable water usage in London and reduce the strain put on our waterways?

Water Shortages

[The Mayor](#)

Last updated: 28 November, 2018

My London Environment Strategy recognises the tension between London's drinking water needs and maintaining flows in some of the rural rivers and streams in the countryside outside London. My Strategy and the draft new London Plan contain policies that are designed to both reduce the amount of water Londoners use and ensure future security of supply, through planning new water infrastructure and reducing leakage.

My Energy for Londoners programme includes water efficiency measures and advice as part of energy retrofit programmes. My officers are also working with water companies on their long-term plans to ensure that the water companies that serve London plan ahead for growth and climate change and limit impacts on the environment. Through my recent response to water company plan consultations, I have called for better regional sharing of water and bringing forward the planning of a new reservoir for the southeast, to ensure London has secure supplies in future. My officers are also working on strategies for new developments that will examine how we can reuse water, such as rainwater, more effectively and waste less drinking water.

Fuel Poverty

Question No: 2018/3177

[Leonie Cooper](#)

How many Londoners do you expect to be living in fuel poverty this winter? Is this an improvement on previous years?

Fuel Poverty

[The Mayor](#)

Last updated: 28 November, 2018

Fuel poverty is defined as the condition where both a household's income is below the poverty line *and* they are required to spend more than average on their energy bills. According to the latest government fuel poverty statistics (covering 2016), 341,000 households in London are living in fuel poverty. This is ten per cent of London households. This was a slight increase from 335,000 the previous year. Government fuel poverty statistics lag by two years so the numbers for 2018 will not be available until June 2020.

Air Pollution**Question No: 2018/3178**[Leonie Cooper](#)

The World Health Organisation recently revealed that 90% of the world's children are living in areas with illegal air pollution*. I know you have made protecting children from air pollution a priority for your Mayoralty, are your initiatives on track? How will you be monitoring the impact of your air quality improvement schemes, particularly where children are likely to be most affected?

Air Pollution[The Mayor](#)

Last updated: 28 November, 2018

It is not acceptable that children anywhere in the world are exposed to air pollution which damages their lungs, shortens their lives and limits their potential. It is shocking that a new study published in the Lancet has revealed that children in London are exposed to diesel-dominated air pollution which results in them having approximately 5 per cent less lung capacity.

This is why I am determined to act. I have already introduced the Toxicity charge in central London, delivered seven Low Emission Bus Zones and stopped licensing new diesel taxis. But we need to go further which is why I am introducing the Ultra Low Emission Zone in central London in April 2019 and then will expand it up to the North/South circular in October 2021. I will also apply the ULEZ standards to buses, coaches and lorries across the whole of London.

These efforts are already delivering results, with around an 8% reduction in nitrogen dioxide concentrations in central London since October 2017 when the T-charge began.

To further monitor the impact of these measures I will be using the existing London Air Quality monitoring Network (LAQN) and the London Atmospheric Emissions Inventory (LAEI). Working with C40 I am piloting a new innovative hyper-local monitoring sensor system, combining static, mobile and wearable air quality sensors, to increase the number of locations where we directly monitor air quality, including at schools.

LGBT+ Stakeholders Meeting**Question No: 2018/3179**[Leonie Cooper](#)

The last City Hall LGBT+ Stakeholders meeting was held well over a year ago. Stakeholders were led to believe at the time that this was while the Mayor's new strategy was finalised - but there has been no communication since. Can the Mayor re-assure LGBT+ stakeholder groups that either these meetings will be re-instated or else some other mechanism for exchanging information and addressing community concerns be put in place without further delay?

LGBT+ Stakeholders Meeting

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

LGBT+ Stakeholders Meeting[The Mayor](#)

Last updated: 12 March, 2019

I have now appointed my Equality, Diversity and Inclusion (EDI) Advisory Group, which has a twin focus on guiding City Hall's work to tackle inequality and create a fairer city, while ensuring the many key external stakeholders that informed the drafting of my EDI Strategy continue to be heard and involved on an ongoing basis.

The group includes members with specific LGBT+ community expertise and professional insight into the policy areas that impact these communities including, policing, health, education, hate crime, racism and the needs of non-binary Londoners.

Appointees will convene wider networks of stakeholders focused on different forms of inequality to ensure that organisations with expertise in different forms of inequality are able to influence the delivery of the EDI strategy.

Housing redevelopment in Dagenham**Question No: 2018/3181**[Tom Copley](#)

Could you give the breakdown of the tenures and number of bedrooms for the redevelopment of the former Ford assembly site at Beam Park in South Dagenham, that was approved by Deputy Mayor Pipe after the application was called in?

Housing redevelopment in Dagenham[The Mayor](#)

Last updated: 28 November, 2018

Across the Beam Park site, a minimum of 50% affordable housing will be provided, comprised of 20% affordable rent and 80% intermediate tenure, with a minimum of 25% three-bedroom units provided across the development.

Phase 1 of the Beam Park scheme was submitted in detail and comprises the following mix:

- 121 market and 118 affordable 1-bedroom flats;
- 95 market and 200 affordable 2-bedroom flats;
- 14 market and 28 affordable 3-bedroom flats as well as 34 3-bedroom market houses; and
- 30 market four bedroom houses.

Phases 2 to 8 were submitted in outline and their detailed design will be assessed and determined through subsequent reserved matters applications; however, an indicative unit

mix and tenure breakdown has been provided. For further details of the tenure and unit breakdown, please refer to pages 48 and 49 of the Beam Park representation hearing report, which can be accessed through the following link:

<https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/public-hearings/beam-park-public-hearing-0>

Housing Strategy

Question No: 2018/3182

[Tom Copley](#)

What detailed guidance will you be putting forward to ensure all new housing developments are designed “tenure blind”, as set out in your Housing Strategy?

Housing Strategy

[The Mayor](#)

Last updated: 28 November, 2018

My draft London Plan includes measures to increase the number of affordable homes provided on-site, and to ensure these are integrated in a tenure-blind way into the development. I will be publishing detailed planning guidance on the design of new homes next year and this will reiterate my expectation that affordable homes in new housing developments have the same external appearance as private housing and that their entrances are indistinguishable.

Leasehold (1)

Question No: 2018/3183

[Tom Copley](#)

What progress are you making on proposals to improve leaseholders’ experiences, as set out in Policy 6.3 of your Housing Strategy?

Answer for Leasehold (1)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Leasehold (1)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Leasehold (1)

[The Mayor](#)

Last updated: 07 December, 2018

In line with proposal 6.3A, I have responded to Government consultations on leasehold to make the case both for improving the tenure and its wholesale reform. In line with 6.3B, my team has: started to develop plans for a 'How to Lease' guide on the GLA website; published a Shared Ownership Charter for Service Charges and begun to consider how this could be extended to the wider leasehold sector; and set a clear expectation through my good practice guide that resident leaseholders affected by estate regeneration projects should be offered a fair deal.

Leasehold (2)

Question No: 2018/3184

[Tom Copley](#)

Has the GLA made an estimate of how many leasehold residential properties there are in London?

Leasehold (2)

[The Mayor](#)

Last updated: 28 November, 2018

The Ministry of Housing, Communities and Local Government recently published estimates of the number of leasehold dwellings in England, using data which is not available to the Greater London Authority. These estimates were for England as a whole. My officers have written to MHCLG asking for estimates for London only, and I have asked them to share any response received with you.

Cladding replacement

Question No: 2018/3185

[Tom Copley](#)

How many buildings in London are among the 135 that the Government has released £248m funding towards replacing unsafe ACM cladding?

Cladding replacement

[The Mayor](#)

Last updated: 28 November, 2018

Through the Social Sector ACM Cladding Remediation Fund, the Government has so far approved applications for funding from 70 London buildings.

Housing zones funding

Question No: 2018/3186

[Tom Copley](#)

What is the outcome of any discussions you have had with the Government about extending the loan to the GLA to support the funding of Housing Zones?

Housing zones funding[The Mayor](#)

Last updated: 28 November, 2018

No decision has been reached with Government about extending the loan to the GLA. The existing Facility Agreement must be drawn down in full by 31 March 2020 and has a Final Repayment Date of 31 March 2032.

Short term lettings**Question No: 2018/3187**[Tom Copley](#)

What progress have you made with short-term rental platforms other than AirBNB introducing a voluntary 90-day limit in London?

Short term lettings[The Mayor](#)

Last updated: 06 March, 2019

My team has, on a number of occasions, made clear to short-term lettings platforms my expectation that they should all introduce a 90-day limit on bookings for each property per calendar year. I expect that operators in London will act in good faith to uphold the current law and ensure that they are not allowing users to illegally rent out their properties beyond this. I am disappointed that no other platforms have yet introduced such a limit. If they fail to do so I may be forced to call on Government for further legislation.

Housing infrastructure fund**Question No: 2018/3188**[Tom Copley](#)

Can you provide any more details about the 19,000 homes that will be unlocked in East London following the announcement by the Chancellor at the Budget that £291 million from the Housing Infrastructure Fund would be allocated for improvements to the DLR?

Housing infrastructure fund[The Mayor](#)

Last updated: 28 November, 2018

This successful bid by the GLA to the Housing Infrastructure Fund (HIF) will support the delivery of homes in the Royal Docks and Isle of Dogs where development is currently constrained by a lack of capacity on the Docklands Light Railway. The bid included a headline figure of 18,380 homes, which will be built on sites allocated within the relevant local plans or identified through the Isle of Dogs Opportunity Area Planning Framework Process.

The HIF will be used to buy 14 new trains, remodel Beckton depot to accommodate the extra trains, provide a new station at Thames Wharf, and support the delivery of a mixed-

use development opportunity at Poplar Depot, including a link bridge over Aspen Way. The investment will result in increased service frequencies on both the Woolwich and Lewisham branches of the DLR.

Disability Hate Crime Sanction Detections

Question No: 2018/3190

[Unmesh Desai](#)

How many sanction detections for disability hate crimes have there been to date since March 2018?

Disability Hate Crime Sanction Detections

[The Mayor](#)

Last updated: 28 November, 2018

The table below shows the volume of disability hate crime incidents, offences and detections recorded by the MPS for the period specified.

| Period | Mar - Oct '18 |
|---------------------------------|----------------------|
| Disability Hate Crime Incidents | 264 |
| Disability Hate Crime Offs | 264 |
| Disability Hate Crime SDs | 17 |

Disability Hate Crime

Question No: 2018/3191

[Unmesh Desai](#)

How many recorded disability hate crimes have there been to date since March 2018?

Disability Hate Crime

[The Mayor](#)

Last updated: 28 November, 2018

The table below shows the volume of disability hate crime incidents, offences and detections recorded by the MPS for the period specified.

| Period | Mar - Oct '18 |
|---------------------------------|----------------------|
| Disability Hate Crime Incidents | 264 |
| Disability Hate Crime Offs | 264 |
| Disability Hate Crime SDs | 17 |

Disability Hate Incidents**Question No: 2018/3192**[Unmesh Desai](#)

How many recorded disability hate incidents have there been to date since 2018?

Disability Hate Incidents[The Mayor](#)

Last updated: 28 November, 2018

The table below shows the volume of disability hate crime incidents, offences and detections recorded by the MPS for the period specified.

| Period | Mar - Oct '18 |
|---------------------------------|----------------------|
| Disability Hate Crime Incidents | 264 |
| Disability Hate Crime Offs | 264 |
| Disability Hate Crime SDs | 17 |

Responsible Car Wash Scheme**Question No: 2018/3193**[Unmesh Desai](#)

There have been reports that car washes will be given a Responsible Car Wash Scheme to crack down on modern day slavery*. Will you support and promote such a scheme within London?

*[1] <https://www.telegraph.co.uk/news/2018/10/21/car-washes-given-kitemark-sc...>

Responsible Car Wash Scheme[The Mayor](#)

Last updated: 28 November, 2018

The hand car wash sector was responsible for 27 percent of the cases reported to the Modern Slavery Helpline last year, I am therefore pleased that the industry is doing its part to address modern slavery. I will of course support any initiative that helps drive down these appalling crimes and through my London Modern Slavery Partnership Board we will also be encouraging at risk industries to join up to my Good Work Standard.

Missing person reports**Question No: 2018/3194**[Unmesh Desai](#)

Please provide the number of missing person reports in each borough in 2018 so far.

Missing person reports[The Mayor](#)

Last updated: 29 November, 2018

Please see below the requested missing persons volumes broken down by London borough for the period specified.

| Borough | Reports |
|----------------------|----------------|
| Barking & Dagenham | 1269 |
| Barnet | 1230 |
| Bexley | 842 |
| Brent | 1438 |
| Bromley | 960 |
| Camden | 760 |
| Croydon | 2938 |
| Ealing | 1423 |
| Enfield | 1755 |
| Greenwich | 1367 |
| Hackney | 1177 |
| Hammersmith & Fulham | 859 |
| Haringey | 1643 |
| Harrow | 772 |
| Havering | 1217 |
| Hillingdon | 1258 |
| Hounslow | 1182 |
| Islington | 972 |
| Kensington & Chelsea | 550 |
| Kingston upon Thames | 540 |
| Lambeth | 2017 |
| Lewisham | 1541 |
| Merton | 630 |
| Newham | 1286 |
| Redbridge | 2975 |
| Richmond upon Thames | 517 |
| Southwark | 1186 |
| Sutton | 627 |
| Tower Hamlets | 1223 |
| Waltham Forest | 1777 |
| Wandsworth | 961 |
| Westminster | 898 |

Total **39790**

Seasonal ASB

Question No: 2018/3195

[Unmesh Desai](#)

Was there a spike in Anti Social Behaviour incidents around Halloween and Bonfire Night this month and if so, what work did the Met do to combat this?

Answer for Seasonal ASB

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Seasonal ASB

[The Mayor](#)

Last updated: 22 January, 2019

Anti-Social Behaviour (ASB) calls in total were 6% lower this year than in 2017 over this period. The seasonal spike was lower than spikes in July/ Aug.

The Met's Autumn Nights operation ran from 19 October to 06 November, utilising a partnership approach with the local authorities, trading standards, and Business Crime Reduction Partners (BCRPs). Volunteer Police Cadets took part in Test Purchase operations uncovering the illegal sales of fireworks, alcohol and weapons. Officers planned these operations using predictive mapping and analysis of current and past ASB crime hotspots.

Activities included community weapon sweeps, community contact sessions, high visibility patrols in busy Night Time Economy locations, and work with schools and youth groups. In addition the Roads and Transport Policing Command carried out increased patrols preventing disorder on buses and at transport hubs.

Home Office Review into front line policing and Mayoral/Met response

Question No: 2018/3196

[Unmesh Desai](#)

The Home Office are launching a review into front line police officers' experiences and ideas for change and improvement in policing*. Will the Mayor or the Met be providing a response to this consultation?

*[1] <https://www.gov.uk/government/publications/front-line-policing-review/fr...>

Home Office Review into front line policing and Mayoral/Met response

[The Mayor](#)

Last updated: 29 November, 2018

Officers are drafting a response

Home Office Review into front line policing and Mayoral/Met response

[The Mayor](#)

Last updated: 07 December, 2018

The Met is participating in the review in a number of ways, including officers attending a range of workshops and senior representation on the national group convened by MOPAC and College of Policing CEO, Mike Cunningham.

Tactics to combat moped crime

Question No: 2018/3197

[Unmesh Desai](#)

There have been reports that Met police officers undertake covert operations disguised as delivery drivers in order to combat moped crime*. Can you confirm that this is a tactic which the Met employs and do you expect this tactic to continue to be used in the future?

*[1] <https://www.theguardian.com/uk-news/2018/jun/08/met-police-pose-delivery...>

Tactics to combat moped crime

[The Mayor](#)

Last updated: 29 November, 2018

The MPS does not comment on covert operations or tactics due to operational reasons as stated in the article.

The MPS continues to work extremely hard to tackle the issue of moped theft and moped enabled crime across the capital and has established a number of targeted intelligence-led operations such as Operation Venice which includes mass checks on stationary and moving powered two wheelers, raids on individuals suspected of stealing motorcycles and mopeds or using them to commit crimes, high visibility patrols in key areas and Automatic Number Plate Reader deployment. Other tactics include the use of forensic 'DNA' tagging spray and mobile stingers.

These tactics have led to moped theft falling by 36% and total moped enabled crime by 47% across London between April and September this year, compared to the same period in 2017. Compared to the peak in July 2017, the number of thefts in October 2018 was 61% lower.

At City Hall we have taken a broad range of actions to tackle moped crime. In January I hosted a meeting with the Motorcycle Industry Association (MCIA) and manufacturers of the most stolen mopeds and challenged them to improve the design of new motorcycles to make them more difficult to steal. I also encouraged them to identify short-term actions to tackle the problem in existing models, such as retrofitting security devices.

My Deputy Mayor for Policing and Crime, Sophie Linden, has also brought together the MPS, local authorities and motorcycle user groups to drive forward a co-ordinated effort to

make vehicles harder to steal. This includes utilising opportunities to enhance secure parking and to remind motorcyclists to secure their vehicles.

Sexual Harassment on public transport

Question No: 2018/3198

[Unmesh Desai](#)

How many incidents of sexual harassment on public transport were reported in the following years: 2014, 2015, 2016, 2017, 2018?

Answer for Sexual Harassment on public transport

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Sexual Harassment on public transport

[The Mayor](#)

Last updated: 27 December, 2018

Transport for London (TfL) is committed to improving the safety of public transport and tackling unwanted sexual behaviour on public transport. TfL, the Metropolitan Police Service and the British Transport Police have been working together through Project Guardian and the Report it to Stop it Campaign to encourage reporting, strengthen enforcement and bring offenders to justice.

The below table shows the number of reports of sexual offences reported on public transport between 2014 and 2018:

| | 2013/14 | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19(Apr – Aug) |
|-----------------------------|---------|---------|---------|---------|---------|--------------------|
| Number of offences reported | 1,217 | 1,579 | 1,950 | 2,335 | 2,396 | 1,185 |

The increase in reports of sexual offences was anticipated and is considered a positive result of the efforts by TfL and the police, as part of Project Guardian and the Report It to Stop It campaign. It follows a significant and planned change in approach by TfL and the police – including the Report It to Stop It campaign, the enhanced policing effort, and making it easier for victims to report offences.

Sexual Harassment on public transport

Question No: 2018/3199

[Unmesh Desai](#)

Do Transport for London continue to promote the 'Report It Stop It' campaign via targeted advertising on social media?

Sexual Harassment on public transport[The Mayor](#)

Last updated: 29 November, 2018

Transport for London (TfL) has promoted the 'Report It to Stop It' message to encourage women to report unwanted sexual behaviour on the transport network since 2015. From July 2018, they have been running periods of activity on Facebook and Instagram social media channels targeted specifically at women aged 16-34. This activity is planned to run through to the end of February or beginning of March 2019.

In addition to the social media campaign, TfL has also been promoting the message via Video on Demand and Digital Radio. Complementary PR and on-street engagement are also used to increase awareness of the important message and to encourage reporting.

Dangerous Cyclists**Question No: 2018/3200**[Unmesh Desai](#)

How many cyclists committed traffic violation offences in London in 2014, 2015, 2016, 2017 and 2018?

Dangerous Cyclists[The Mayor](#)

Last updated: 29 November, 2018

The below table provides the figures for cycle offences for the years requested. Figures for 2017 and 2018 have not yet been published.

Year Number of offences

2014 7,521

2015 5,210

2016 3,806

Figures are published in the Road Policing Enforcement Bulletin. Figures for – 2014/15 can be found [here](#) and figures for 2016 can be found [here](#).

Dangerous Cyclists**Question No: 2018/3201**[Unmesh Desai](#)

What initiatives do Transport for London currently take to reduce incidences of cyclists breaking the law and riding dangerously?

Dangerous Cyclists[The Mayor](#)

Last updated: 29 November, 2018

My ambition to adopt a Vision Zero approach focuses our efforts on road danger reduction – primarily targeting the sources of road danger, rather than the potential victims. The danger posed by pedal cycles (in terms of risk and severity of injury) is inherently less than that posed by motor vehicles. The best way to reduce the incidences of cyclists breaking the law or riding dangerously is to provide high-quality cycle infrastructure which TfL's Healthy Streets portfolio is delivering.

TfL works in partnership with the police, providing substantial funding to the Metropolitan Police Service (MPS) Roads and Transport Policing Command (RTPC), which carries out enforcement and engagement on an intelligence-led basis across the capital.

TfL funds officers within the MPS Cycle Safety Team to engage and educate all road users and to conduct roads policing enforcement against unsafe and irresponsible behaviour. This team is the MPS lead on the award-winning Exchanging Places events, which allow the opportunity to get into the cab of a large vehicle to get a better understanding of what the driver can and can't see, especially in regard to cyclists and pedestrians close to the vehicle.

TfL also funds Bikeability and Cycle Skills courses. The majority of Bikeability is delivered at schools, but many boroughs also offer holiday courses and family training. All London boroughs offer free Cycle Skills sessions to anyone who lives, works or studies in London, and four sessions are available to suit cyclists' needs. More information can be found on the TfL website <https://tfl.gov.uk/modes/cycling/cycling-in-london/cycle-skills>

Transport for London Vendors Contracts

Question No: 2018/3202

[Unmesh Desai](#)

Following the case of Frank Wang are there to be any changes to the length of contracts Transport for London gives to its vendors?

Transport for London Vendors Contracts

[The Mayor](#)

Last updated: 29 November, 2018

I was delighted that TfL was able to find a way that would allow Mr Wang to continue to trade at Bethnal Green station.

The length of leases given to vendors by TfL will continue to be decided on a case by case basis. Typical street vending licenses are granted on very flexible terms, which usually do not have an end date, and allow either party to break the license on flexible terms.

TfL will continue to work with vendors to ensure that all licenses and leases are flexible, fair and in line with local market rent.

Illegal Brothels

Question No: 2018/3203

[Unmesh Desai](#)

How many illegal brothels were shut down in 2014, 2015, 2016, 2017 and 2018?

Illegal Brothels

[The Mayor](#)

Last updated: 29 November, 2018

The MPS record closures of illegal brothels on the Crimint+ intelligence system. However, it has not been possible to recover the exact data requested, due to the way in which the system would need to be interrogated and searched. A review of every intelligence report containing relevant words would need to be undertaken to determine if the reports relate specifically to the closure of an illegal brothel, or to other intelligence associated with brothels, such as follow up visits to previously closed brothels.

101 Response Times

Question No: 2018/3204

[Unmesh Desai](#)

What were the average call response times for 101 calls for August, September and October 2018?

101 Response Times

[The Mayor](#)

Last updated: 29 November, 2018

The table below shows the average monthly time to answer 101 calls received by Met Command & Control.

| Month | Average Time to Answer in (secs) |
|-----------|----------------------------------|
| August | 175 |
| September | 135 |
| October | 65 |

Police Officer Costs

Question No: 2018/3205

[Unmesh Desai](#)

What is the total annual cost (including tax and pension contributions) to the Met of hiring a police officer?

Answer for Police Officer Costs

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Police Officer Costs

[The Mayor](#)

Last updated: 03 June, 2019

The average cost of a Police Constable is shown in the table below.

| | £ |
|-------------------------|---------------|
| Basic pay | 34,456 |
| Pension | 11,446 |
| Ernic | 5,841 |
| Accommodation Allowance | 3,545 |
| London Weighting | 2,468 |
| London Allowance | 1,011 |
| Unsocial hours | 843 |
| Total | 59,610 |

Note these are costs relating to payment of personnel. There will be further costs associated with the training, provision of workspace and equipping of officers, which is why the full Partnership Plus cost of a PC is £72.5k.

EU citizenship status

Question No: 2018/3207

[Andrew Dismore](#)

With less than five months to go until the date the UK is due to leave the EU, is it fair that the Government are expecting London's businesses to check whether EU citizens have a right to work here in a no-deal Brexit scenario, without giving them the details of how this will work?

Answer for EU citizenship status

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

EU citizenship status

[The Mayor](#)

Last updated: 22 January, 2019

No, it is not. I remain deeply concerned that the UK Government is wholly unprepared for a no-deal Brexit; and its Technical Notices have not clarified matters in any meaningful way. And while the Prime Minister has committed to protect the rights of the EU citizens living in the UK in the event of no-deal, the Government have yet to provide any detail as to how this will be guaranteed.

My office is currently working closely with London's business community to urge the Government to recognise the immigration system needs to make it easier – not harder – for employers to access the workforce that fuels our economy.

Autumn Budget

Question No: 2018/3208

[Andrew Dismore](#)

What is your assessment of the impact of the November Budget on Londoners' living standards?

Answer for Autumn Budget

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Autumn Budget

[The Mayor](#)

Last updated: 22 January, 2019

GLA Economics has not undertaken specific analysis on the impact of the November Budget on Londoners' living standards as this would require complex and detailed modelling work. However, the Treasury has undertaken distributional analysis of the tax, welfare and public service spending decisions since the Autumn Statement 2016 which it published with the Budget. This found the bottom decile of UK households would be on average under £400 per year better off in 2019-20 due to these decisions, while the top decile household would be over £400 per year better off.

Further details can be found here:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/752045/impact_on_households_distributional_analysis_to_accompany_budget_2018_web.pdf

New London Picturehouse Cinema and pay

Question No: 2018/3209

[Andrew Dismore](#)

There is a new Picturehouse cinema opening in West Norwood who are refusing to pay their workers the London Living Wage. Will you write to Picturehouse to encourage them to pay the London Living Wage at their new cinema in West Norwood, and all other London cinemas including the Ritzy in Brixton?

New London Picturehouse Cinema and pay

[The Mayor](#)

Last updated: 30 November, 2018

Yes, my Regeneration and Economic Development team will write to Cineworld, who own Picturehouse, to join my Good Work Standard when it launches, which includes a call for employers to pay the LLW.

Nearly a fifth of all jobs in London do not pay a decent wage, leaving hundreds of thousands of Londoners struggling. This November I announced an increase in the London Living Wage rate to £10.55 per hour, and publicly called on our city's big employers to step up and pay it. Institutions such as Picturehouse should consider following the lead of other accredited London Living Wage employers like Curzon Cinemas.

High Streets

Question No: 2018/3210

[Andrew Dismore](#)

Will London benefit from the High Street fund announced in the Chancellor's Autumn Budget? Is this enough to help struggling high streets in London?

High Streets

[The Mayor](#)

Last updated: 30 November, 2018

MHCLG has yet to publish further details on the full prospectus for the £675 million Future High Streets Fund, as announced in the Budget, so it is impossible to say at this stage how this fund could help London's high streets. Further details have been promised later this year.

Retailers and related businesses, including pubs and restaurants, may benefit from the estimated £900 million business rates discount announced in the Budget, which will offer a one third reduction in rates bills over the next two years on eligible properties with a rateable value of under £51,000. However, the benefit of this will be more limited in inner and central London than the rest of the country, as the capital's higher rental values will mean that many retail businesses will not fall below the qualification threshold.

Women's Night Safety Charter

Question No: 2018/3211

[Andrew Dismore](#)

How many London organisations have now signed up to the Women's Night Safety Charter?

Women's Night Safety Charter

[The Mayor](#)

Last updated: 30 November, 2018

36 organisations have signed up to the Women's Night Safety Charter. This includes large employers such as TfL, the Met Police and local authorities, and venues like the O2, which was recently named the world's most popular music venue. It also includes 11 membership

organisations, such as UK Hospitality and the Music Venue Trust, who will promote the Charter to their members as well as implementing it for their own staff and customers.

Disability pay gap

Question No: 2018/3212

[Andrew Dismore](#)

What action are you taking to reduce the disability pay gap in London?

Answer for Disability pay gap

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Disability pay gap

[The Mayor](#)

Last updated: 12 March, 2019

The Mayor's Equality, Diversity and Inclusion Strategy highlights that disabled people, along with women and BAME men, experience pay gaps in London.

Lack of flexible working opportunities, inaccessible recruitment practices, and lack of information for employers can all contribute to disabled people not participating or progressing in the workplace.

The GLA will work with employers and their organisations, unions and the voluntary sector to help ensure London's employers have fair and inclusive practices to retain and help their employees progress.

The Good Work Standard will support employers to monitor disability pay gaps, adopt best practice in employment and achieve high standards in areas such as working conditions, diversity and inclusion, and flexible working.

The new Equality, Diversity and Inclusion Advisory Group will offer insight to developing policy and programmes which address disability pay gaps and champion inclusive work practices.

Gender stereotypes

Question No: 2018/3213

[Andrew Dismore](#)

Research from the London School of Economics has found that young women and girls are less likely to aspire to the top paying professions compared to young men and boys. What action are you taking to break down gender stereotypes?

Gender stereotypes

[The Mayor](#)

Last updated: 30 November, 2018

My #BehindEveryGreatCity campaign has made a very clear link between the gender pay gap and gender stereotypes. This is one reason that as part of that campaign we raised the profile of women (from today and from the past) who have broken down stereotypes. In addition, my recent Equal Play event brought together 150 stakeholders from across businesses and education to challenge stereotypes, particularly around girls and STEM. My new resource with the V&A Museum of Childhood will help families explore how play can affect children's careers aspirations, and my new Gender Action Award will support teachers to place gender equality at the heart of education. My Digital Talent Programme also specifically supports young women seeking a path into the highly-paid tech sector.

Barnet Council food waste collections

Question No: 2018/3214

[Andrew Dismore](#)

Following on from Question No: 2018/2781, The Leader of Barnet Council was asked a written question at Full Council on Tuesday 30th October if he would "guarantee that a separate food waste collection will be restored in Barnet?" His full response was "No". The Environment Committee chair was asked "When will a separate food waste collection service be restored?", the response was "Maybe not".

Do you believe Barnet Council are being straightforward and honest in their negotiations with you?

Barnet Council food waste collections

[The Mayor](#)

Last updated: 30 November, 2018

On the 28th of September, the London borough of Barnet and the GLA reached agreement that Barnet Council would only temporarily suspend its food waste collection and undertake an independent review of its recycling collection services to see where they could be improved.

Since that time, officers from our respective organisations have worked diligently and positively in delivering the terms of that agreement. Public communications were issued by Barnet that made the temporary nature of the suspension clear. They also stated that it would be reintroduced in line with the requirements of my London Environment Strategy (by 2020) and that residents should retain their brown 'caddies' in anticipation of the reintroduction of the service. In addition, my officers report good progress on the independent review of the service that I insisted upon prior to the services reintroduction.

Given this, I was surprised and concerned at the public responses by the Leader of the Council and the Cabinet member which appeared to contradict our agreement, and which could cause confusion for Barnet's residents.

I have therefore written to the Leader expressing concern and requesting that our agreement is accurately reflected in future public communications, especially with the public.

Gig economy (1)

Question No: 2018/3215

[Andrew Dismore](#)

Please provide figures for the number of Londoners that are working in the “gig economy”?

Answer for Gig economy (1)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Gig economy (1)

[The Mayor](#)

Last updated: 22 January, 2019

It isn't possible to provide figures at a London level with any degree of certainty. 'Good Work: The Taylor Review of Modern Working Practices' (page 25) finds that "Current limitations on Labour Force Survey data means that we do not know with any certainty how many people are undertaking gig economy work and whether they are doing so to supplement other work or substituting employment totally with this type of work." It refers to a survey from the Chartered Institute of Personnel and Development that estimates that there are approximately 1.3 million people working in the gig economy in the UK.

Gig economy (2)

Question No: 2018/3216

[Andrew Dismore](#)

Is the rise in the “gig economy” responsible for the rise in Londoners in insecure work? What other contributing factors are there?

Answer for Gig economy (2)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Gig economy (2)

[The Mayor](#)

Last updated: 22 January, 2019

The percentage of workers in insecure employment has risen over the last decade. In London, ten per cent of everyone in work was either employed in a job with a temporary contract, working through an employment agency or self-employed in occupations

considered insecure such as caring, leisure or other service occupations, process plant and machine operatives or in elementary occupations. This compares with around 8 per cent in 2006. The UK-wide figure had increased more slowly, standing at around nine per cent of all workers in 2017. There is a degree to which such insecure employment can be seen as a flexible workforce, with workers able to move easily between jobs, with some workers (particularly well qualified, professional workers) compensated very well for this insecurity.

My recently published economic fairness indicator set tracks the growth of insecure employment <https://data.london.gov.uk/economic-fairness/labour-market/insecure-employment/>.

Gig economy (3)

Question No: 2018/3217

[Andrew Dismore](#)

In what sectors in London is the “gig economy” most prevalent? Please provide figures.

Answer for Gig economy (3)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Gig economy (3)

[The Mayor](#)

Last updated: 22 January, 2019

It isn't possible to provide figures. Please see my response to Mayor's Question 2018/3215.

Gig economy (4)

Question No: 2018/3218

[Andrew Dismore](#)

What age groups are most prevalent in London in the “gig economy”?

Answer for Gig economy (4)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Gig economy (4)

[The Mayor](#)

Last updated: 22 January, 2019

It isn't possible to provide figures. Please see my response to Mayor's Question 2018/3215.

Business rates (1)**Question No: 2018/3219**[Andrew Dismore](#)

Will the business rate relief announced by the Chancellor in the Autumn Budget, which means businesses with a rateable value of £51,000 and under will see their bill cut by a third over a two-year period, help London's businesses?

Business rates (1)[The Mayor](#)

Last updated: 30 November, 2018

Any scheme to assist hard pressed businesses is welcome but yet again, as he did in his 2017 Budget, the Chancellor has announced another temporary sticking-plaster measure which fails to address the underlying problems inherent in the current business rates system. Due to the qualifying threshold the scheme will offer limited help to eligible businesses in central and inner London.

It is important to be clear that the business rates relief scheme announced in the Budget will only be available to a range of retail properties including, but not limited to, shops, restaurants, pubs, and hairdressers – it will not apply to all businesses. The Government estimates that 90% of independent retail premises nationally will benefit but the percentage will be much lower in central and inner London due to the £51,000 rateable value qualification threshold. And due to state aid limits major high street, pub and restaurant chains which were very badly hit by the 2017 revaluation in London will not benefit at all.

It will be for individual London boroughs to award the relief in line with the parameters set by Government.

What businesses in London need is a fundamental review of the business rates system – similar to the Barclay review north of the border – not more short-term fixes alongside devolution of the tax to London government so that we can design a property tax that reflects the capital's unique circumstances and higher rents.

Business rates (2)**Question No: 2018/3220**[Andrew Dismore](#)

What is the total number of London's businesses that have a rateable value under £51,000? Please break this down by size of business?

Business rates (2)[The Mayor](#)

Last updated: 30 November, 2018

The GLA does not hold this data in the format requested.

Business rates valuations and the preparation of the valuation list are the responsibility of the Valuation Office Agency. Billing authorities will hold data on individual ratepayers liable to pay business rates bills – as opposed to the number of businesses by sector – but a summary analysis of this information is not publicly available.

The relief scheme announced in the Budget in any case only applies to retailers and related businesses such as pubs, cafes and restaurants. So this information would not assist in determining how many companies will benefit from the scheme.

The GLA is able to estimate that there were over 240,000 hereditaments in London on the draft 2017 rating list with a rateable value below £51,000 – equivalent to more than 75% of assessments on the local rating list. However, this will include assessments such as parking spaces, mobile phone masts, advertising rights as well as offices, industrial and manufacturing premises and public sector buildings which are not eligible for the new retail relief scheme. Similarly it will include retail premises likely to be ineligible for the relief due to state aid limits.

The most recent retail relief scheme in 2015-16 – which offered a discount of £1,500 to eligible properties with a rateable value below £51,000 on the previous 2010 rating list – was only taken up by around 45,000 retail businesses in the capital. This is equivalent to less than 20 per cent of the number of hereditaments on the 2017 list with a rateable value below £51,000.

Business rates (3)

Question No: 2018/3221

[Andrew Dismore](#)

Please provide the number of rateable values in London under £51,000 by sector?

Business rates (3)

[The Mayor](#)

Last updated: 30 November, 2018

The GLA does not hold this data in the format requested. Business rates valuations and the preparation of the valuation list are the responsibility of the Valuation Office Agency.

The relief scheme announced in the Budget in any case only applies to retailers and related businesses such as pubs, cafes and restaurants. So, this information would not assist in determining how many companies will benefit from the scheme.

The GLA is able to estimate that there were over 240,000 hereditaments in London on the draft 2017 rating list with a rateable value below £51,000 – equivalent to more than 75% of assessments on the local rating list. However, this will include assessments such as parking spaces, mobile phone masts, advertising rights as well as offices, industrial and manufacturing premises and public-sector buildings which are not eligible for the new retail relief scheme. Similarly, it will include retail premises likely to be ineligible for the relief due to state aid limits.

The most recent retail relief scheme in 2015-16 – which offered a discount of £1,500 to eligible properties with a rateable value below £51,000 on the previous 2010 rating list – was only taken up by around 45,000 retail businesses in the capital. This is equivalent to less than 20 per cent of the number of hereditaments on the 2017 list with a rateable value below £51,000.

Business rates (4)

Question No: 2018/3222

[Andrew Dismore](#)

Please provide the number of rateable values in London under £51,000 by borough?

Answer for Business rates (4)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Business rates (4)

[The Mayor](#)

Last updated: 07 December, 2018

The estimated number of hereditaments on the draft 2017 local rating list with a rateable value below £51,000 in London is set out in the attached table broken down by billing authority.

However, the relief scheme announced in the 2018 Budget only applies to eligible retail premises which on the Government's definition extends to pubs, cafes, restaurants and related services (e.g. petrol stations and laundrettes) but excludes certain activities (e.g. banks, estate/letting agents, providers of certain medical services such as dentists and professional service providers such as solicitors). The vast majority of hereditaments with an RV below £51,000 shown in the table will not be eligible for the scheme as they do not meet the eligibility criteria and/or may be subject to state aid limits.

As the relief policy is actually implemented by billing authorities using their section 47 discretionary rate relief powers under the 1988 Local Government Finance Act individual London boroughs can impose tighter definitions or restrictions. Local authorities may also require businesses to apply for the relief rather than granting it automatically to allow them to assess eligibility – which will require some promotion of the scheme to ensure maximum take up.

Based on the 2015-16 retail relief scheme we estimate that between 40,000 to 50,000 premises might be eligible for the scheme in London but the precise number will be determined by billing authorities.

The MHCLG guidance for the retail business rates relief scheme is at the link below:

<https://www.gov.uk/government/publications/business-rates-retail-discount-guidance>

Number of hereditaments on draft 2017 local rating list with a rateable value below £51,000**London Billing Authorities**

| | |
|------------------------|--------|
| Barking and Dagenham | 3,833 |
| Barnet | 7,696 |
| Bexley | 4,726 |
| Brent | 7,467 |
| Bromley | 6,286 |
| Camden | 12,087 |
| City of London | 13,294 |
| Croydon | 7,916 |
| Ealing | 8,411 |
| Enfield | 6,095 |
| Greenwich | 4,395 |
| Hackney | 8,693 |
| Hammersmith | 6,086 |
| Haringey | 4,837 |
| Harrow | 4,951 |
| Havering | 6,892 |
| Hillingdon | 5,690 |
| Hounslow | 8,317 |
| Islington | 5,859 |
| Kensington and Chelsea | 3,852 |
| Kingston | 7,400 |
| Lambeth | 7,561 |
| Lewisham | 5,386 |
| Merton | 4,405 |
| Newham | 5,986 |
| Redbridge | 5,942 |
| Richmond | 4,986 |
| Southwark | 9,121 |
| Sutton | 3,586 |
| Tower Hamlets | 13,502 |
| Waltham Forest | 6,062 |
| Wandsworth | 7,610 |
| Westminster | 21,984 |

Total 240,914

WTO terms agreement

Question No: 2018/3223

[Andrew Dismore](#)

Following the failure of Secretary of State Liam Fox MP to secure a “copy and paste” deal with the World Trade Organisation, the UK is likely to enter a protracted period of post-Brexit negotiations. What is your assessment of the impact of this on London’s economy?

Answer for WTO terms agreement

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

WTO terms agreement

[The Mayor](#)

Last updated: 08 January, 2019

Having delayed the vote, the Prime Minister will ask Parliament to agree to the UK leaving the EU in March 2019 without any certainty about what our permanent future trading relationship will be. She wants us to sacrifice all of the influence and economic advantages of our EU membership and put our faith in her powers of negotiation to strike a comprehensive trade deal after we have left.

Should she fail in these negotiations the Prime Minister’s backstop solution would result in 304,000 fewer jobs across the UK and nearly £30 billion less investment by 2030, according to our independent analysis.

‘London is open’ campaign

Question No: 2018/3224

[Andrew Dismore](#)

You have arranged for ‘London is open’ to be translated into different languages depending on the local population. The list of stations where vinyl stickers are being installed is:

Perivale (Polish)

Kilburn (Irish)

Gloucester Road (French)

Edgware (Romanian)

Stockwell (Portuguese)

Bounds Green (Cypriot)

Lancaster Gate (Spanish)

Wood Green (Bulgarian)

Canning Town (Lithuanian)

Kentish Town (Greek)

What consultation did you have with these communities and local representatives about where to put these stickers: for example, Romanian could be better placed at Burnt Oak rather than Edgware; and what plans do you have to put these stickers on other stations?

'London is open' campaign

[The Mayor](#)

Last updated: 30 November, 2018

Using census data, we identified 15 of the highest concentrated EU populations living in London, and placed these signs in 10 of the TfL stations located closest to these communities. This list was sense-checked by experts in our Communities team who consulted networks and led conversations to ensure that both the placements and languages were appropriate. There are no plans at present to place these stickers at other locations however the London is Open campaign will continue to invest in informing, signposting and directly outreaching within these communities.

Teenage pregnancy

Question No: 2018/3225

[Andrew Dismore](#)

Are you aware that the ONS conception statistics indicate that the number of conceptions of under 20s fell from 113,330 in 1990 to 56,111 in 2016. Last year the chief executive of the Family Planning Association Natika Halil told the Independent "This reduction is thanks to the hard work of health and education professionals, and the legacy of the Teenage Pregnancy Strategy – a key component of which was improving access to contraception,"

Will you put this assessment to the London Health Board and reject the suggestion by some that handing out free contraception would lead to higher crime?

Answer for Teenage pregnancy

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Teenage pregnancy

[The Mayor](#)

Last updated: 07 December, 2018

The fall in unwanted conceptions amongst young people is welcome news.

The factors that contribute to the likelihood of criminality are extremely complex, but there is no evidence to suggest there would be a link between free contraception to teenagers leading to higher crimes.

We do know that some groups of young people are more vulnerable to becoming teenage parents. That is why policies to reduce health inequalities and increase educational attainment together with high quality sex and relationships education, and access to sexual health services are so important.

We also need to empower young people to be able to make positive choices about their lives.

Local Authority Housing in London

Question No: 2018/3226

[Andrew Dismore](#)

I am sure you will have heard the appalling stereotypes that have been touted in some quarters about women having babies in order to obtain council flats in London. Will you take this opportunity to make clear that you do not agree this is the case, and to repudiate such comments?

Local Authority Housing in London

[The Mayor](#)

Last updated: 30 November, 2018

Absolutely. The truth is that thousands of children in London are seeing their upbringing suffer because their families are forced to live in overcrowded social housing or insecure private rented housing. Anyone with an interest in the future of London should spend their energy getting more council homes built to help children in this position, rather than wasting time promoting this crude, unfair, and untrue stereotype which serves only to hurt other Londoners and expose their own prejudice.

Diving facilities at Cophall [1]

Question No: 2018/3227

[Andrew Dismore](#)

North London Aquatics recently applied to the Crowdfund London team for funding as part of their community bid to retain diving facilities at Cophall. This bid was refused. Please could you state the reasons why?

Diving facilities at Cophall [1]

[The Mayor](#)

Last updated: 30 November, 2018

Crowdfund London is a programme that aims to give more Londoners increased opportunity to bring forward small-scale neighbourhood improvement projects. We do, however, consider each case on its own merits and have encouraged ambitious plans and backed feasibility work in the past. These proposals are naturally much more complex, require increased scrutiny and demand scarce revenue funding.

In this case, we had concerns about the operational model in the longer term, for a facility deemed unviable by the local council. Although Crowdfund London is a good way to kick things off, this is most appropriate when dealing with a completely new, untested proposals. This pitch lacked clarity around key operational issues and strategic fit for the programme, which meant that we weren't able to commit resource.

Diving facilities at Cophall [2]

Question No: 2018/3228

[Andrew Dismore](#)

What further assistance are you providing to North London Aquatics to support their efforts to retain the diving facilities at Cophall?

Diving facilities at Cophall [2]

[The Mayor](#)

Last updated: 30 November, 2018

Officers are working to support North London Aquatics through conversations with London Sport, Swim England and Sport England. Officers have also provided verbal feedback on our decision.

Diving facilities at Cophall [2]

[The Mayor](#)

Last updated: 18 January, 2019

Officers are working to support North London Aquatics through conversations with London Sport, Swim England and Sports England. Officers have also provided verbal feedback on our decision to help refine the proposal.

Diving facilities at Cophall [3]

Question No: 2018/3229

[Andrew Dismore](#)

Given the lack of deep pool diving facilities in North London, and the strong campaign waged by local residents to provide up to fifty accessible diving programmes per week, will you reconsider your decision not to award the spacehive funding?

Diving facilities at Cophall [3]

[The Mayor](#)

Last updated: 30 November, 2018

Due to the way the programme and associated crowdfunding process operates, there is no scope to reconsider decisions. Each campaign that pitched to Crowdfund London represents a public live fundraising effort, and all are coordinated to happen at the same time. The GLA committed to making decisions for all on the same specific date, to be fair and consistent.

Question tile: Austerity and Transport for London

Question No: 2018/3230

[Andrew Dismore](#)

Now that the Chancellor and Prime Minister have announced the 'end of austerity', have they cancelled their impending cuts to the Transport for London budget? What is the cumulative total of the cuts so far and those to come over the next three years?

Answer for Question tile: Austerity and Transport for London

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Question tile: Austerity and Transport for London

[The Mayor](#)

Last updated: 07 December, 2018

Prior to the 2013 Spending Review, Transport for London (TfL) received an operating grant from the Government of just under £2bn each year. TfL's operating grant was partially replaced by devolved business rates in 2013/14 and the remaining portion funded through government grant reduced to zero in the subsequent five years. In 2018/19, TfL received £929m in revenue from the GLA through business rates and no operating grant from central Government, resulting in around a 50 per cent reduction in overall revenue support. TfL expects similar levels of revenue support for the next three years, which means it will receive around £3 billion less over a three-year period compared to historic levels. In addition to the operational subsidy, from 2018/19 the capital elements of funding have also been devolved to the GLA and are received as business rates.

I continue to make the case that it is vital that the Government provides steady and sustained funding for London's transport network to keep the nation's capital moving, open for business and investment and able to bring significant benefits to the wider UK economy.

C2 bus [1]

Question No: 2018/3231

[Andrew Dismore](#)

Transport for London plan on reducing the C2 bus service. Has Transport for London taken into account an increased population in west Euston because of HS2 work? Are they aware

that road closures have already reduced public transport access for some communities there?

Answer for C2 bus [1]

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

C2 bus [1]

[The Mayor](#)

Last updated: 07 December, 2018

Transport for London (TfL) is aware of the increasing population in west Euston, including that related to the construction of HS2. It anticipates that the proposed changes to the C2 and 88 bus routes would provide adequate capacity on route 88 to meet demand, and could be further enhanced if required as demand increased.

The introduction of HS2 and development to the west of Euston is several years away. HS2 is not predicted to open to the public until 2026, and while further development is proposed at Euston, nothing is yet committed. TfL is constantly reviewing the bus network to ensure the right services are in the right places, and additional capacity is provided as and when it is required. TfL is working closely with HS2 and developers to assess the extent to which it would be required, and the timescales for this.

TfL is aware of road closures on Albany Street for HS2 utility works. As with all short-term closures, TfL is working with HS2 to co-ordinate works and ensure reasonable mitigating measures are in place for bus passengers in the area.

C2 bus [2]

Question No: 2018/3232

[Andrew Dismore](#)

How will Transport for London meet the transport needs of young families, elderly and disabled given the long term disruption accessing bus and underground services around Euston, Camden Town, Mornington Crescent and Warren St? Shouldn't Transport for London be increasing the only unaffected public transport link the C2 bus running north/south through Camden?

C2 bus [2]

[The Mayor](#)

Last updated: 30 November, 2018

Transport for London (TfL) recognises the importance of providing an accessible bus network to ensure that the transport needs of all user groups are met, and has taken this into account in its proposals.

There is surplus capacity on a number of bus corridors in central London, and TfL needs to remove excess capacity on under-used sections of the network to ensure buses run efficiently and cost effectively.

There is excess bus capacity between Camden Town and Portland Place, which has led to the proposal to replace route C2 with route 88 between Great Portland Street and Parliament Hill Fields. If TfL decides to go ahead with these proposals, there would be a decrease in bus capacity on Camden High Street and Hampstead Road; however, the new frequency of service would better match capacity to demand. A total of 35 buses an hour would run over four routes in each direction during peak times.

Route 88 would run via Albany Street, which avoids the disruption you describe. It replaces many route C2 links and provides adequate capacity on that section. There is no capacity requirement for running a higher frequency service via Albany Street, and this is expected to remain the case during any disruption in and around Hampstead Road and Euston. However, TfL will keep the route under review.

C11 bus

Question No: 2018/3233

[Andrew Dismore](#)

A constituent recently wrote to me to say the following:

" Recently the service has become shocking. The bus is so heinously crowded I choose to get the overground from Hampstead Heath and lug the buggy up the stairs at West Hampstead overground and then push the buggy (with a toddler on the buggy board) all the way home rather than get the direct bus. In the morning my husband regularly has to wait far longer than countdown tells us and then he has to stand with our toddler half the way. And this is at 7am!

"Is there anything that can be done on this bus. They cut the service and is it now just horrendous. Before they cut it the service wasn't great but it was a bit more bearable."

What is your response?

C11 bus

[The Mayor](#)

Last updated: 30 November, 2018

TfL is committed to improving access across London's transport network. From next year, West Hampstead Overground station will become step-free, therefore improving access for disabled passengers and those with buggies.

On route C11, buses run up to every ten minutes. While there may be occasions when buses are busy, and some passengers may need to stand, Transport for London's (TfL's) data shows that there is enough capacity for demand. Its data also shows that reliability has not worsened. However, the route will remain under review, and TfL will of course be happy to look into any specific issues your constituents encounter.

CCTV on tube**Question No: 2018/3234**[Andrew Dismore](#)

On 7th August a constituent had a serious accident at Golders Green station, where their case was trapped in the tube doors when boarding. The 'door closing' warning bleep was not sounding. As they pushed the case in, my constituent's arms and shopping bag were trapped in the door, but the driver did not open the doors again until assistance was given by another passenger. Despite requesting the CCTV footage in time, it has been deleted due to "human error". Will you investigate this incident and find out why the CCTV was deleted, and whether footage can be kept for longer?

Answer for CCTV on tube[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

CCTV on tube[The Mayor](#)

Last updated: 07 December, 2018

I am sorry to hear about what happened to your constituent.

There are established processes in place to ensure CCTV footage is stored for as long as required to allow incidents to be investigated. Unfortunately on this occasion, even though your constituent raised the matter with Transport for London (TfL) without delay, the request for the footage was not passed on to the appropriate officers within the required timeframe and the footage was deleted. I appreciate that this will be very frustrating for your constituent.

I understand that TfL invited your constituent to visit Golders Green station accompanied by a Senior Operational Manager of the Northern line, so that assurance could be given about TfL's stringent safety procedures and work to prevent this type of incident from happening again.

CCTV on London Underground is used for the purpose of the management of Health and Safety, Crowd Control and to assist in the detection of crime. The duration for which TfL retains recorded CCTV images is based upon both the legal requirement to not store it for longer than is necessary, and limitations on space. Based on these factors, the retention periods are currently suitable, however London Underground is currently looking at the management of CCTV across its network, which includes the potential use of technology to improve the efficiency of its processes.

Tube noise [1]**Question No: 2018/3235**[Andrew Dismore](#)

What does Transport for London claim the life expectancy to be, of the rubber pads and fixings they have been retrofitting to concrete sleepers in an attempt to reduce noise affecting neighbouring homes?

Tube noise [1][The Mayor](#)

Last updated: 30 November, 2018

Transport for London (TfL) expects the effectiveness of these of rubber pads to last for at least ten years.

In some instances, TfL is installing these rubber pads on tighter curves than other networks. As a result, TfL continues to monitor the noise levels where they have been installed, in order to assess their condition.

Tube noise [2]**Question No: 2018/3236**[Andrew Dismore](#)

What is the average length of time between Transport for London receiving a resident's complaint of tube noise and remedial action taking place?

Tube noise [2][The Mayor](#)

Last updated: 30 November, 2018

Transport for London (TfL) treats all noise complaints on a case-by-case basis, and aims to resolve each complaint as soon as possible.

Where rail joint removal is required, this can be resolved within a few weeks. Where it is determined that, for example, the installation of resilient track fastenings or rail replacement is required, works can take a number of months to be planned, scheduled and delivered. These works also need to be scheduled alongside any safety critical works required, or other improvements which require access to the track.

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 [3]**Question No: 2018/3237**[Andrew Dismore](#)

In how many tube noise complaint cases have Transport for London told residents that there is nothing, or nothing further, to be done to remediate the noise or remaining noise?

Tube noise [3][The Mayor](#)

Last updated: 30 November, 2018

In 2018, Transport for London (TfL) has received 274 noise and vibration complaints, from nearby properties, which relate to the day-to-day running of the Tube network. Of these, TfL has closed 51 cases because there was no solution.

There are many sites across the 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 take all reasonable measures to minimise noise and limit disruption to residents living above or close to the Tube.

In areas where noise cannot currently be reduced to the standards desired by residents, TfL continue to work alongside industry and academia to further understand noise and vibration, and to trial new products and solutions.

Tube noise [4]**Question No: 2018/3238**[Andrew Dismore](#)

Following on from Question No: 2018/2805, what assessment has been made of the resilient track fixing in Mornington Crescent, where repeat complaints on the Bank Branch between Euston and Camden Town have been logged, owing to an increase in noise again after the resilient fixings were installed?

Tube noise [4][The Mayor](#)

Last updated: 30 November, 2018

At Mornington Crescent, Transport for London (TfL) completed the installation of further resilient track fastenings – and rail joint removal - in October 2018. The resilient track fastenings have significantly reduced noise levels, and the majority of noise complaints have now been closed.

TfL is currently assessing what further options to reduce noise levels are available at this location.

Tube noise [5]**Question No: 2018/3239**[Andrew Dismore](#)

Following on from Question No: 2018/2806, if concrete sleepers have not been used to replace wooden ones in deep tunnels, what materials have been used?

Tube noise [5]

[The Mayor](#)

Last updated: 30 November, 2018

Transport for London now uses slab track, with resilient track fastenings. This means there are no sleepers, and there is a concrete 'slab' which holds the rail. Resilient track fastenings are utilised, meaning rail noise and vibration is controlled.

Tube noise [6]**Question No: 2018/3240**[Andrew Dismore](#)

How many noise complaints relate to the introduction of concrete slab track? When was the first concrete slab track installed? How much of it now has resilient fixings? How many complaints have been made again since the installation of resilient fixings relating to areas where the fixings are installed?

Tube noise [6][The Mayor](#)

Last updated: 30 November, 2018

Transport for London (TfL) has not received any noise complaints that relate to the introduction of the new slab track. This was first installed on the LU network in January 2014.

This slab track includes resilient track fastenings as standard, meaning rail noise and vibration is controlled.

Tube noise [7]**Question No: 2018/3241**[Andrew Dismore](#)

Please provide numbers of tube noise complaints logged by year, providing a breakdown between those that relate to night tube noise once the trains are outside tunnel and those in tunnel.

Tube noise [7][The Mayor](#)

Last updated: 30 November, 2018

In 2016, Transport for London (TfL) received 375 noise and vibration complaints, from nearby properties, which relate to the day-to-day running of the Tube network. Of these, 61 were the result of airborne noise (which is associated with trains running outside of tunnels), and 314 were the result of groundborne noise (which is associated with trains running inside tunnels). Of these 375 complaints, 313 relate to Night Tube lines.

In 2017, TfL received 314 such complaints. Of these, 32 were the result of airborne noise, and 282 were the result of groundborne noise. Of these 314 complaints, 261 relate to Night Tube lines.

In 2018 (up to 13 November), TfL received 274 such complaints. Of these, 75 were the result of airborne noise, and 199 were the result of groundborne noise. Of these 274 complaints, 235 relate to Night Tube lines.

tube noise [8]

Question No: 2018/3242

[Andrew Dismore](#)

The Finchley Central southbound track has not yet been replaced - do Transport for London have plans to do so? If so, are they a) now monitoring the sound due to southbound trains b) writing up a contract for Balfour Beatty that ensures it is their responsibility to do this without increasing noise? If there isn't monitoring or ensuring this with the contractor, why not?

tube noise [8]

[The Mayor](#)

Last updated: 30 November, 2018

Transport for London (TfL) plans to replace the southbound track from West Finchley to Finchley Central in 2020/21. TfL has carried out a number of noise assessments in this area over recent months, and will continue to do so.

While standalone noise and vibration assessments are not part of these contracts, TfL's contractors deliver in accordance with their track construction standards, using TfL approved materials. This ensures that noise and vibration levels are kept as low as is practicable.

tube noise [9]

Question No: 2018/3243

[Andrew Dismore](#)

Is it correct that the contracts let to Balfour Beatty to replace or repair tube track did not require them to take account of or mitigate the effects of noise on nearby residents once the work is completed ; and if so are such contracts continuing to be let?

tube noise [9]

[The Mayor](#)

Last updated: 30 November, 2018

Transport for London (TfL) understands the importance of minimising noise levels, and is determined to do more to achieve this.

While standalone noise and vibration assessments are not part of these contracts, TfL's contractors deliver in accordance with their track construction standards, using TfL approved materials. This ensures that noise and vibration levels are kept as low as is practicable.

tube noise [10]

Question No: 2018/3244

[Andrew Dismore](#)

The resilient track fixings installed at Mornington Crescent appear to be wearing out far faster than Transport for London were led to believe they would. The manufacturer states that the fixings have a lifespan of 10 years but in Germany there have been reports of them only lasting 2 years, and it appears that at Mornington Crescent they have worn out after only 1 year.

Transport for London is not going to have the budget to change the fixings every two years. Therefore will you now instruct them to stop replacing timber sleepers elsewhere on the network with concrete slab tracks? And what further action will you be taking to reduce noise at Mornington Crescent?

tube noise [10]

[The Mayor](#)

Last updated: 30 November, 2018

Transport for London (TfL) has been installing resilient track fastenings for over two years, and has not observed increasing noise levels. TfL continues to monitor noise levels and has no evidence of the fastenings degrading.

At Mornington Crescent the majority of noise complaints have been closed, following a significant reduction in noise levels. TfL is currently assessing what further options to reduce noise levels are available in this area.

Barking to Gospel Oak Line

Question No: 2018/3245

[Andrew Dismore](#)

Further to Question No: 2018/2215 If you cannot confirm that no further Class172 trains will transfer from Arriva Rail London to West Midlands Trains before full Class710 operation commences on the Barking - Gospel Oak service, please state on which dates the remaining seven trains are scheduled to transfer.

Barking to Gospel Oak Line

[The Mayor](#)

Last updated: 30 November, 2018

Arriva Rail London initially arranged to extend the lease of the remaining six diesel trains until 9 December 2018, by when it was expected that the new electric trains would have

been introduced. However, discussions are at an advanced stage for this to be extended further so that the diesel trains continue to be available until after the new electric trains enter passenger service.

Freedom Pass

Question No: 2018/3246

[Andrew Dismore](#)

According to Business Insider UK, at the “Manifesto for London” event this year, there were proposals to scrap the freedom pass for hundreds of thousands of Londoners by raising the eligible age to 75. Do you support this, or is the freedom pass safe in your hands?

Freedom Pass

[The Mayor](#)

Last updated: 30 November, 2018

I am happy to confirm that the Freedom Pass is safe in my hands.

Unfounded reports of this kind can cause real concern to some older Londoners.

Hopper Pass

Question No: 2018/3247

[Andrew Dismore](#)

According to Business Insider UK, at the “Manifesto for London” event this year, there were proposals to scrap the Hopper Bus. Do you support this?

Hopper Pass

[The Mayor](#)

Last updated: 30 November, 2018

Absolutely not.

I promised the hopper in my manifesto and I am delighted with its success to date.

Autonomous buses

Question No: 2018/3248

[Andrew Dismore](#)

Do you support the introduction of autonomously driven buses, described as “killer buses” as was advocated at the “Manifesto for London” event this year according to Business Insider UK?

Autonomous buses

[The Mayor](#)

Last updated: 30 November, 2018

Transport for London (TfL) does not have plans to introduce autonomous bus services.

TfL would only consider the introduction of such buses once their safety and technical feasibility is proved and the regulatory and legislative basis exists for their potential use.

In considering the introduction of new technology to its network, TfL works closely with customers, stakeholders, trades unions and staff to understand any impacts and agree the appropriate course of action.

Grenfell Tower

Question No: 2018/3249

[Andrew Dismore](#)

A study by a leading toxicology expert has found 'huge concentrations' of potential carcinogens in residue around Grenfell Tower. What are the risks of this, and what action has been taken to protect nearby residents?

Grenfell Tower

[The Mayor](#)

Last updated: 30 November, 2018

The suggestion of harmful soil contamination resulting from the tragic fire at Grenfell Tower is concerning, and immediate steps must be taken to reassure local residents that an accurate assessment of the situation has been made, and any mitigation measures that may be required are put in place.

A month ago, I wrote to Cllr Elizabeth Campbell, Leader of Kensington and Chelsea Council, to raise my concerns and understand what action is being taken, given the Council's responsibilities for land contamination. The Government has since committed to further environmental sampling, water analysis and health monitoring to better understand the risks to residents.

I will continue to push the Government and the Council to ensure this is in place as quickly as possible.

Finchley Central tube station car park

Question No: 2018/3250

[Andrew Dismore](#)

Finchley Central tube station car park entrance sign says that Blue Badge owners can park in designated bays for free. On October 6th, a constituent parked in a designated bay displaying his Blue Badge as required yet received a fine notice for £100. Is this fair?

Finchley Central tube station car park

[The Mayor](#)

Last updated: 30 November, 2018

TfL is committed to offering a wide range of accessible transport options so that everyone can get around. As part of this, TfL offers free parking in designated bays for registered Blue Badge holders at all its car parks, including Finchley Central tube station car park.

Notices at Finchley Central car park explain that this car park has Automatic Number Plate Recognition (ANPR) technology. Therefore, all drivers, including Blue Badge holders, need to register their vehicle at one of the terminals in the car park. Once registered, the Blue Badge holder is able to park for free.

After confirming that your constituent possessed a Blue Badge, the Penalty Charge Notice issued was dropped. TfL is actively working with National Car Parks (NCP) to make sure instructions for Blue Badge holders in its ANPR car parks are clear and simple to understand.

Car scrappage scheme

Question No: 2018/3251

[Andrew Dismore](#)

Will you please give an update on your efforts to get central Government to implement a car scrappage scheme; and when was your last contact with Government on this issue?

Car scrappage scheme

[The Mayor](#)

Last updated: 30 November, 2018

I have long made the case for why a national vehicle scrappage fund is needed to help small businesses, low-income Londoners and charities to get the most polluting vehicles off our streets now. It is only fair that we help people to shift to cleaner vehicles or modes of transport given past government incentives to purchase more polluting diesel vehicles.

I am now working with other city leaders to make the case for scrappage and we jointly wrote to the Chancellor in October about this ahead of the budget. I was disappointed it was not therefore funded but I will continue to make the case to Government as part of the Comprehensive Spending Review next year.

In addition, my officials regularly discuss this with their counterparts at the Department for Environment, Food and Rural Affairs, and the Department for Transport and at the Treasury.

Bridge at Nine Elms

Question No: 2018/3252

[Andrew Dismore](#)

Wandsworth Council have again raised proposals for a bridge at Nine Elms, which if progressed would mean a major land grab on the Westminster side of the river, losing significant open space. What is your view of this scheme; and will you confirm that Transport for London will not make any contribution financially to the scheme?

Bridge at Nine Elms[The Mayor](#)

Last updated: 30 November, 2018

The London Borough of Wandsworth are leading on the project, and the scheme would have to be designed to ensure that it balances the needs and views of local people on both sides of the river, including securing planning permission from Westminster City Council.

Over the last two years, Transport for London (TfL) has not spent any money on the development of this project. One member of staff in TfL's City Planning team has provided limited technical assistance when requested by the borough, which is standard practice for borough-led schemes.

There is no provision in TfL's business plan for expenditure on this project – nor do I anticipate that there will be going forward. Our focus is on new river crossings in the east of the city, including between Rotherhithe and Canary Wharf, where the river is a significant barrier to those walking and cycling. West London is relatively well served by existing river crossings in comparison. In the proposed location of the Nine Elms to Pimlico Bridge, Cycle Superhighway 8 runs across Chelsea Bridge to the west and Cycle Superhighway 5 provides a protected route across Vauxhall Bridge to the east.

West Hampstead and Kilburn Stations**Question No: 2018/3253**[Andrew Dismore](#)

Toilets at West Hampstead & Kilburn Jubilee Line stations now seem to be permanently closed. Do you agree that public toilets are important especially for older people when travelling? The lack of these facilities can lead to a growth in social isolation, as people are less likely to go out if there are not public toilets available. As London is taking steps to become an Age Friendly City, closing toilets at stations is a retrograde step. What is the reason the toilets are closed, and will you reopen them?

West Hampstead and Kilburn Stations[The Mayor](#)

Last updated: 30 November, 2018

There are occasions when Transport for London (TfL) has to lock customer toilets at its stations to ensure the safety of customers. Reported incidents at West Hampstead and Kilburn stations of drugs paraphernalia being found in the public toilets, and of vandalism, has led to the decision by local management at the stations to close the toilets. Closing the toilets following these incidents was the correct thing to do to ensure the safety and security of customers and staff.

TfL is aware that there are customers who find the closure of the toilets an inconvenience. Customers wishing to use the toilet should speak to station staff who will allow customers to use the facility under their authority.

TfL is reviewing its toilet policy to determine how best to provide a consistent service across all customer toilets, including consistency in availability and opening times.

384 bus [1]**Question No: 2018/3254**[Andrew Dismore](#)

Are you aware of the substantial opposition locally to Transport for London's plan to reroute bus route 384; and will you ask Transport for London to think again about this scheme?

384 bus [1][The Mayor](#)

Last updated: 30 November, 2018

I am aware of the issues that have been raised in this local bus consultation and thank all respondents for taking the time to give their views.

The consultation closed on 9 November and Transport for London is now carefully considering the feedback before deciding how to proceed.

384 bus [2]**Question No: 2018/3255**[Andrew Dismore](#)

Residents report that Transport for London have bought and delivered to the Potters Bar garage new signs for the 384 bus route, even though the consultation on changing the route had not yet been completed. Is this true, and what was the reason? Is this not a pre-judging of the consultation, which would leave Transport for London open to a judicial review?

384 bus [2][The Mayor](#)

Last updated: 30 November, 2018

I can confirm that no decision has been taken on whether to proceed with proposals for the 384. The consultation closed on 9 November and Transport for London (TfL) is now carefully considering the feedback received. A decision will be made in due course.

Standalone orders for bus destination blinds are very costly, so the bus operator for the 384, Metroline, decided to order signs for the proposed new route as part of a larger order to keep costs low. Metroline is now equipped to deal with either destination, irrespective of what decision TfL makes following the consultation.

384 bus [3]**Question No: 2018/3256**[Andrew Dismore](#)

What was the reason for Transport for London not publicising the extension of the consultation period and not updating the information at bus stops?

Answer for 384 bus [3][The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

384 bus [3][The Mayor](#)

Last updated: 27 December, 2018

The 384 consultation launched on 10 September and was originally due to run for six weeks, which is the standard duration of a Transport for London (TfL) bus consultation. However, an error led to some residents on Salisbury Road not receiving a letter about the proposals. TfL distributed additional letters and extended the consultation to ensure those residents had sufficient time to give their views.

Customer information notices were put up at bus stops along the current and proposed new route in the first week of the consultation. Producing new notices with the revised consultation end date would have been a poor use of public money, given that, besides the Salisbury Road letter error, the consultation was adequately publicised and attracted nearly 1,400 responses.

Rogue landlords register update [1]**Question No: 2018/3257**[Andrew Dismore](#)

Further to Question 2018/2208, have the outstanding 10 boroughs uploaded their cases onto the register; and if not, which boroughs have failed to do so?

Answer for Rogue landlords register update [1][The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Rogue landlords register update [1][The Mayor](#)

Last updated: 07 December, 2018

I am pleased to say that all London boroughs with relevant enforcement records to add, have now done so.

Rogue landlords register update [2]**Question No: 2018/3258**[Andrew Dismore](#)

Can you please provide a revised breakdown of a) the number of rogue landlords, and b) the number of offences, registered per borough?

Rogue landlords register update [2][The Mayor](#)

Last updated: 30 November, 2018

Officers are drafting a response

Rogue landlords register update [2][The Mayor](#)

Last updated: 07 December, 2018

The Rogue Landlord and Agent Checker contains details of 1183 offences issued to 729 landlord or agents. Of the eight boroughs not listed, three have no relevant data to upload, and the remaining five have recently added records, which means they do not yet appear on the system due to the 14 day period during which landlords are given the opportunity to make a representation against publication of their data, as mandated by data protection legislation.

| Enforcement Authority | Number of landlords and agents | Number of offences |
|------------------------------|---------------------------------------|---------------------------|
| Barking and Dagenham | 18 | 19 |
| Bexley | 2 | 2 |
| Brent | 58 | 89 |
| Bromley | 1 | 1 |
| Camden | 73 | 134 |
| Croydon | 3 | 6 |
| Ealing | 9 | 22 |
| Greenwich | 6 | 43 |
| Haringey | 8 | 20 |
| Harrow | 1 | 1 |
| Havering | 4 | 8 |
| Hounslow | 2 | 2 |
| Islington | 36 | 42 |
| Kensington and Chelsea | 4 | 6 |
| Lambeth | 1 | 3 |
| Lewisham | 2 | 2 |
| Newham | 219 | 344 |
| Redbridge | 5 | 5 |

| | | |
|-------------------------|------------|-------------|
| Richmond upon Thames | 8 | 8 |
| Southwark | 25 | 85 |
| Sutton | 2 | 5 |
| Tower Hamlets | 52 | 79 |
| Waltham Forest | 78 | 100 |
| Wandsworth | 12 | 17 |
| Westminster | 30 | 49 |
| London Fire Brigade | 35 | 55 |
| Ombudsman Services | 1 | 1 |
| Property Redress Scheme | 19 | 19 |
| The Property Ombudsman | 15 | 16 |
| Grand Total | 729 | 1183 |

Mutual assistance and LFB [1]

Question No: 2018/3259

[Andrew Dismore](#)

By neighbouring brigade, on how many occasions over the last 12 months, for each month, has mutual assistance been called upon to support LFB operations?

Mutual assistance and LFB [1]

[The Mayor](#)

Last updated: 30 November, 2018

Changes to mobilisation arrangements were introduced in March 2018 which has reduced the number of times London Fire Brigade has called on over-the-border resource.

Based on the numbers of appliances mobilised, rather than incidents, the data requested is presented in the table below.

| | 2017 | | 2018 | | | | | | | | | |
|-----------------------------------|-----------|------------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-----------|-----------|-----------|
| | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct |
| County Brigade into London | 78 | 109 | 58 | 75 | 42 | 46 | 48 | 52 | 119 | 67 | 54 | 58 |
| Buckinghamshire | | 3 | 1 | 2 | | | 1 | | 1 | 1 | | 2 |
| Essex | 23 | 17 | 6 | 14 | 10 | 13 | 8 | 8 | 16 | 8 | 6 | 6 |
| Hertfordshire | 30 | 37 | 20 | 21 | 13 | 10 | 17 | 31 | 36 | 19 | 17 | 28 |

GREATER LONDON AUTHORITY

LONDON ASSEMBLY

| | | | | | | | | | | | | |
|-----------------|----|----|----|----|----|----|----|---|----|----|----|----|
| Kent | 3 | 6 | 2 | 5 | | 5 | 6 | 3 | 18 | 5 | 2 | 4 |
| Royal Berkshire | | | 4 | 5 | 4 | 1 | 1 | 2 | 4 | 1 | 4 | 5 |
| Surrey | 22 | 46 | 25 | 28 | 15 | 17 | 15 | 8 | 44 | 33 | 25 | 13 |

Mutual assistance and LFB [2]**Question No: 2018/3260**[Andrew Dismore](#)

By neighbouring brigade, on how many occasions over the last 12 months, for each month, has mutual assistance been given by LFB to support their operations?

Mutual assistance and LFB [2][The Mayor](#)

Last updated: 30 November, 2018

Since the changes to the mobilisation arrangements in March 2018, there are now approximately the same number of mobilisation of county appliances into London as LFB appliances into counties in the long run.

Based on the numbers of appliances mobilised rather than incidents, the data requested is presented in the table below.

| | 2017 | | 2018 | | | | | | | | | |
|------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-----------|-----------|-----------|
| | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct |
| LFB into County | 33 | 33 | 45 | 56 | 41 | 46 | 48 | 50 | 113 | 57 | 52 | 53 |
| Buckinghamshire | 8 | 12 | 8 | 7 | 5 | 6 | 6 | 7 | 17 | 7 | 2 | 4 |
| Essex | 13 | 12 | 21 | 28 | 20 | 17 | 24 | 22 | 33 | 23 | 29 | 18 |
| Hertfordshire | 1 | 3 | 1 | 4 | 2 | 2 | 1 | | 5 | 3 | 10 | 3 |
| Kent | | | 4 | 3 | 6 | 7 | 4 | 4 | 10 | 8 | 4 | 15 |
| Royal Berkshire | 2 | 2 | 2 | 7 | 4 | 6 | 3 | 3 | 14 | 5 | 4 | 4 |
| Surrey | 9 | 4 | 9 | 7 | 4 | 8 | 10 | 14 | 34 | 11 | 3 | 9 |

Mutual assistance and LFB [3]**Question No: 2018/3261**[Andrew Dismore](#)

By neighbouring brigade, what has been the cost to LFB, for the last 12 months, of mutual assistance called upon to support LFB operations?

Mutual assistance and LFB [3][The Mayor](#)

Last updated: 07 December, 2018

The table calculates the cost using the hourly charge rates and assumes that each appliance attended an incident for one hour. For incidents in 2017/18, the hourly recharge rate for each appliance was £328 (excl VAT) and in 2018/19 is £333 (excl VAT). This is subject to a reconciliation process with the neighbouring brigades which determines how long the fire engines were at each incident and varies the charge.

| | Total cost |
|-----------------------------------|-------------------|
| County Brigade into London | £ 266,588 |
| Buckinghamshire | £ 3,633 |
| Essex | £ 44,605 |
| Hertfordshire | £ 92,302 |
| Kent | £ 19,567 |
| Royal Berkshire | £ 10,258 |
| Surrey | £ 96,223 |

Mutual assistance and LFB [4]**Question No: 2018/3262**[Andrew Dismore](#)

By neighbouring brigade, what has been the income to LFB, for the last 12 months, of mutual assistance given by LFB to support their operations?

Mutual assistance and LFB [4][The Mayor](#)

Last updated: 07 December, 2018

The information set out in the table below has been calculated on the same basis as the data provided in Mayor's Question 2018/3261.

| | Total cost |
|------------------------|-------------------|
| LFB into County | £ 207,751 |
| Buckinghamshire | £ 29,437 |
| Essex | £ 86,110 |

| | |
|-----------------|----------|
| Hertfordshire | £ 11,600 |
| Kent | £ 21,580 |
| Royal Berkshire | £ 18,563 |
| Surrey | £ 40,461 |

Fire cadets

Question No: 2018/3263

[Andrew Dismore](#)

What financial contribution is made by a) the London Fire Brigade, b) individual boroughs and c) any other bodies to the running of the Fire Cadets programme in London?

Fire cadets

[The Mayor](#)

Last updated: 07 December, 2018

LFB and sponsorship received from local authorities and corporate sponsors.

For 2018/19, forecast costs for the programme are £549k. This is comprised of £192k permanent funding from London Fire Brigade (LFB), £123k from local authorities and other sponsors and £234k funding from LFB reserves to support setting up new units in boroughs across London. The reserves are made up of £89k from the London Safety Plan implementation fund and £145k from LFB Enterprises.

Using Vision data for public good

Question No: 2018/3264

[Andrew Dismore](#)

Is any work being done to present the data captured by Vision in an open system that can be integrated with other public sector data sets? Do you see any opportunities for preventative work using this information?

Answer for Using Vision data for public good

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Using Vision data for public good

[The Mayor](#)

Last updated: 17 July, 2019

The raw data that Vision holds does not provide in-depth detail of incidents attended by London Fire Brigade (LFB). However, data from Vision flows into LFB's Incident Management System (IMS) where further data on, for example, the cause of the fire and property type and other details not captured by Vision are added. In 2014 LFB started

publishing details of every incident attended and this dataset (from January 2009), and another for fire engines attending incidents, are now updated monthly. LFB uses incident data, together with many external sources, to help target its prevention work and understand risk in London. IMS data is also made available through the GLA's SafeStats, which is available to London boroughs and other analysts for crime/disorder purposes. LFB publishes some 32 open datasets on the London Datastore.

Local authority resilience review

Question No: 2018/3265

[Andrew Dismore](#)

In response to my question "Learning from Kensington and Chelsea's response to the Grenfell Tower fire" (19 Oct 2018), you wrote that local authorities were working on capacity, capability and standardisation. What changes have been made to procedures since the Riordan/Ney review?

Local authority resilience review

[The Mayor](#)

Last updated: 07 December, 2018

Work has progressed to establish consistent understanding of how the London Local Authority Gold Resolution is applied to support the London Local Authorities collective and coordinated response arrangements. This includes publishing additional guidance to Chief Executives including reference to available peer support during an incident, enhanced training for Local Authority Gold officers and the establishment of a London Local Authority Concept of Operations which underpins the development of a standardised approach to core local authority emergency response functions, such as control centre staff, on-scene liaison officers and staff working in emergency centres.

Attacks on firefighters

Question No: 2018/3266

[Andrew Dismore](#)

How many a) verbally abusive and b) physical attacks on firefighters have been recorded in 2018 to date, 2017, 2016 and 2015? If possible, please break this data down by borough.

Answer for Attacks on firefighters

[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Attacks on firefighters

[The Mayor](#)

Last updated: 10 December, 2018

Table 1 – Incidents, by year and borough, where an attack on firefighters is recorded |

| | 2015 | 2016 | 2017 | 2018 | Verbal abuse | Physical abuse | Other | 2015 Total | Verbal abuse | Physical abuse | Other | 2016 Total | Verbal abuse | Physical abuse | Other | 2017 Total | Verbal abuse | Physical abuse | Other | 2018 Total |
|----------------------|------|------|------|------|--------------|----------------|-------|------------|--------------|----------------|-------|------------|--------------|----------------|-------|------------|--------------|----------------|-------|------------|
| Barking and Dagenham | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Barnet | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Bexley | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Brent | 3 | 2 | 5 | 1 | 3 | 1 | 1 | 5 | 3 | 1 | 3 | 7 | 3 | 1 | 3 | 7 | 3 | 1 | 3 | 7 |
| Bromley | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Camden | 4 | 3 | 7 | 3 | 3 | 6 | 1 | 11 | 8 | 2 | 2 | 12 | 2 | 1 | 1 | 4 | 3 | 1 | 1 | 5 |
| Croydon | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Ealing | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Enfield | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Greenwich | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hackney | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hammersmith & Fulham | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Haringey | 6 | 6 | 6 | 1 | 1 | 8 | 1 | 11 | 2 | 4 | 4 | 10 | 2 | 1 | 3 | 6 | 2 | 1 | 2 | 5 |
| Harrow | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Havering | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| Hillingdon | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 1</ | | | | | | | | | | |

Consequences of fireworks**Question No: 2018/3268**[Andrew Dismore](#)

How many a) injuries and b) callouts connected to fireworks and bonfires were recorded by LFB in the periods 3 Nov to 8 Nov 2016, 2 Nov to 7 Nov 2017, and 1 Nov to 6 Nov 2018?

Consequences of fireworks[The Mayor](#)

Last updated: 07 December, 2018

| Date Period | Incidents (i.e. 'callouts') | Injuries to members of the public | Injuries to LFB staff |
|-----------------------------|--|--|----------------------------------|
| 03/11/2016 to 08/11/2016 | 26 | 0 | 5 |
| 02/11/2017 to 07/11/2017 | 28 | 0 | 1 |
| 01/11/2018 to 06/11/2018 | 23 | 0 | 0 |

LFB estates strategy**Question No: 2018/3269**[Andrew Dismore](#)

What discussions have you had with the London Fire Brigade about the disposal of their surplus estate?

LFB estates strategy[The Mayor](#)

Last updated: 07 December, 2018

London Fire Brigade has six surplus sites: the former fire station and headquarters at 8 Albert Embankment, the former Southwark Training Centre and fire station, the former fire stations at Clerkenwell, Mitcham and Bounds Green, and the basement and part ground floor of 206 Brompton Road. My Deputy Mayor for Fire and Resilience has regular conversations with the London Fire Commissioner and Brigade officers about the status of the sites.

Fire safe and well visits (1)**Question No: 2018/3270**[Andrew Dismore](#)

How many Fire Safe and Well visits has the London Fire Brigade conducted in 2018 to date, 2017, 2016 and 2015? Please provide this data by borough.

Answer for Fire safe and well visits (1)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Fire safe and well visits (1)[The Mayor](#)

Last updated: 07 December, 2018

A pilot programme of Fire, Safe and Well Visits has been running since December 2017 in five boroughs which are Ealing, Greenwich, Islington, Merton and Waltham Forest.

As at the end of October 2018, 726 Fire Safe and Well Visits have been delivered, with the breakdown in each borough as follows: 158 in Ealing, 153 in Greenwich, 127 in Islington, 187 in Merton and 101 in Waltham Forest.

Fire safe and well visits (2)**Question No: 2018/3271**[Andrew Dismore](#)

What assessment has the London Fire Brigade made of a) the cost and b) the effectiveness of the Fire Safe and Well programme?

Fire safe and well visits (2)[The Mayor](#)

Last updated: 07 December, 2018

A full programme of evaluation is due to commence in January 2019 after one year of delivery, using the National Fire Chiefs Council's Standard Evaluation Framework. The evaluation process will include a cost benefit analysis of the pilot and other potential delivery options. An assessment of the overall impact across the health partnership of the interventions provided by the pilot will be included as part of the cost benefit analysis. Initial qualitative feedback from health and care partners and recipients of the visits has been extremely positive.

Fire safety audits since Grenfell**Question No: 2018/3272**[Andrew Dismore](#)

London Fire Brigade has said they have conducted more than 1100 fire safety audits to buildings with flammable cladding since June 2017. Other than flammable cladding, what fire safety issues have been identified by these audits?

Fire safety audits since Grenfell[The Mayor](#)

Last updated: 07 December, 2018

The audits carried out by London Fire Brigade have included an audit of the general fire precautions. This includes a review of the fire risk assessment, training records, maintenance records and a physical sampling of those areas to which the Regulatory Reform (Fire Safety) Order 2005 applies. The most common issues arising have been in relation to breaches of compartmentation, defects relating to fire doors and no or lack of a sufficient and suitable fire risk assessment. Where such issues have been found the responsible person for the premises has been informed. In more serious cases, an enforcement notice has been issued including a schedule for remediation.

Grange Estate fire [1]

Question No: 2018/3273

[Andrew Dismore](#)

What assessment has the London Fire Brigade done of the Grange Estate in East Finchley, and the inclusion of fire breaks in the rooves of flats after the recent fire in Willow House? Has the LFB also assessed the safety of the rest of the building, which has been re-occupied?

Grange Estate fire [1]

[The Mayor](#)

Last updated: 07 December, 2018

A fire safety officer from London Fire Brigade attended this incident and did not identify any immediate fire safety concerns. While the fire involved an area of common roof space, the entire roof was divided by partition walls at regular intervals and these 'breaks' performed as expected and there was no unusual fire spread. A post fire audit to the affected block was scheduled by the local fire safety team, however access to the building was not possible due to the damage caused by the fire. Fire safety officers will be visiting the Grange Estate to carry out further fire safety checks and local crews have already conducted home fire safety visits on the estate as part of efforts to reassure residents.

Grange Estate fire [2]

Question No: 2018/3274

[Andrew Dismore](#)

Was the evacuation of residents from the recent fire in Willow House performed in a satisfactory manner, and were all the required fire safety measures, such as suitable doors in place?

Grange Estate fire [2]

[The Mayor](#)

Last updated: 07 December, 2018

There were no reported issues with the evacuation of residents at this incident and the attending fire safety officer did not identify any immediate fire safety concerns.

Grange Estate fire [3]**Question No: 2018/3275**[Andrew Dismore](#)

Will you put pressure on Barnet Council to ensure that those who lost their homes in the fire are rehoused nearby, and are kept in suitable local short-term accommodation until long term accommodation is found for them?

Grange Estate fire [3][The Mayor](#)

Last updated: 07 December, 2018

Although the fire must have been extremely distressing for all the residents who were evacuated, I was very relieved no one was injured. I'd like to extend my thanks to the emergency services who responded on the night. I understand from my team that all residents have now been provided with suitable short-term accommodation.

Brexit and modern slavery**Question No: 2018/3276**[Andrew Dismore](#)

What elements are needed in a UK-EU deal to protect joint working on eliminating modern slavery?

Brexit and modern slavery[The Mayor](#)

Last updated: 07 December, 2018

The UK has been a lead member state in a number of important EU security projects, including the co-ordination of efforts to tackle modern slavery and human trafficking.

International cooperation in fighting this crime is crucial given that it crosses national boundaries. Maintaining the UK's involvement in key EU security arrangements (such as Europol, the European Arrest Warrant, Joint Investigation Teams, and data sharing tools) is essential. Just as important is ensuring that we continue to protect workers' rights, currently enshrined in EU law.

Trump visit**Question No: 2018/3277**[Andrew Dismore](#)

What was the cost to the Met Police of President Trump's recent visit? Have the Government funded this cost, or will they in the future? Have you had any such discussion with the Home Office?

Trump visit[The Mayor](#)

Last updated: 07 December, 2018

A special grant claim for the costs of policing President Trump's visit has been lodged with the Home Office. The gross cost is £3.2m including opportunity costs of £1.8m. We await the Home Office decision as to funding.

Question tile: Austerity and the Met police

Question No: 2018/3278

[Andrew Dismore](#)

Now that the Chancellor and Prime Minister have announced the end of austerity, have they cancelled their impending cuts to the Met police budget? What is the cumulative total of the cuts so far and those to come over the next three years?

Question tile: Austerity and the Met police

[The Mayor](#)

Last updated: 07 December, 2018

The Chancellor's Budget last month did not announce any increase in police funding. As a result of Government cuts the Metropolitan Police have been forced to make savings of £720m over recent years with a further £325m savings required by 2021. This is before accounting for an additional pressure of £130m per year from 2020 due to government changes to police and public sector pensions. It is crucial that the Home Secretary delivers his aspiration to make more money available for the police in the 2019-20 Police Funding Settlement in December.

Question tile: Police funding settlement

Question No: 2018/3279

[Andrew Dismore](#)

In his budget speech, the Chancellor said: "The Home Secretary will review police spending power and further options for reform when he presents the provisional police funding settlement in December." What are the implications of this for London?

Answer for Question tile: Police funding settlement

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Question tile: Police funding settlement

[The Mayor](#)

Last updated: 22 January, 2019

The Government's provisional funding settlement was announced on Thursday 13th December.

70 per cent of the Met's funding is controlled by the Government and Ministers have repeatedly refused to reverse the cuts the Met have had to make. As a result, the Met have already had to make savings of £850m and I am furious that this is set to continue.

The Government's funding settlement is smoke and mirrors. A large part of the new money provides funding for a pension pressure which was of the government's own making. Furthermore, the £11.7m uplift for NICC falls well short of the £170m shortfall according to the Government's own estimates. We've had months of warm words from the Home Secretary about the desperate need for more government funding in order to tackle violent crime, but Ministers have fundamentally failed to back that up with real money.

I am concerned that the Government is continuing to shift the burden of police funding from Government Grant to Council Tax- which is deeply regressive and hits the poorest the hardest. However, the brutal reality of the rise in violent crime, and cuts forced on the Met means that I have little choice but to increase the policing element of the council tax by the maximum allowed by Ministers.

Despite this, the reality is the Met still has to make savings of £263 million by 2022-23. If these required savings were delivered through officer reductions, this is estimated to reduce the number of police officers to 28,215 - a fifteen year low. At a time that violent crime is rising, this is a total abdication of the Government's responsibility to public safety.

Police pay

Question No: 2018/3280

[Andrew Dismore](#)

What is the cost to the Met of the police pay increase, if not reimbursed by the Government; what was the cost of last year's pay increase; and how would this de facto cut in funding translate into numbers of police constables?

Police pay

[The Mayor](#)

Last updated: 07 December, 2018

I am pleased that the capital's hard-working police officers receive pay rises that they so truly deserve. We have the best police service in the world and they deserve to be paid properly – but with no additional funds to pay for it, the already stretched budgets will face greater pressure and inevitably mean cuts elsewhere.

Last financial year, the cost of the police officer pay award was £28.1m. This equates to approximately 468 officers.

This financial year the cost of the Met of the police officer pay increase was £28.8m. This equates to approximately 480 officers.

Police pensions**Question No: 2018/3281**[Andrew Dismore](#)

What is the cost to the Met of the change in police pension contributions, if not reimbursed by the Government; and how would this de facto cut in funding translate into numbers of police constables?

Police pensions[The Mayor](#)

Last updated: 07 December, 2018

Home Office officials have informed police forces that they expect the pension contribution changes to result in increased employer contributions of £165m in 2019/20 and £417m in 2020/21 onwards.

If these figures are correct the MPS have estimated it will represent a £43 million unfunded cost in 2019-20, then £108 million in 2020-21 and the years which follow.

On top of this there are likely to be further costs associated with an increase in employer contributions to police staff pensions. These costs are less clear at this stage, but the Met's current estimate is around £9 million in 2019-20, then £22 million in 2020-21 and beyond.

This approximately equates to over 850 officers in 2019/20 and over 2,150 officers from 2020/21 onwards.

I have written to the Prime Minister to express my concern about the implications of these unfunded costs on the Met's budget.

Sanctioned detection rates**Question No: 2018/3282**[Andrew Dismore](#)

What is the Met's clear up rate by way of sanctioned detection for all reported crime for the last 12 months and the previous rolling 12 months; are you satisfied with this; and if not, what are you doing to improve it?

Sanctioned detection rates[The Mayor](#)

Last updated: 07 December, 2018

The SD rate for Total Notifiable Offences Nov '16-Oct '17 was 14.6%. For the same period 17-18 SD rate was 11%.

The MPS have committed to improving SD rates. With the introduction of Mi Investigation, all Frontline Police Officers are being developed to be effective crime Investigators. This ensures that trained Detectives can use their enhanced investigative skills to focus on Serious and Complex Crime. The MPS are investing in intelligence units supporting operational officers and in conjunction with this, aiming to maximise forensic opportunities

at crime scenes: Increasing training and forensic awareness throughout the investigative process, including the point of first contact at METCC and TDIU. The MPS are also improving the way they progress positive identification of offenders from forensics, embedding senior forensics managers to each BCU.

Sanctioned detection rates for burglary

Question No: 2018/3283

[Andrew Dismore](#)

What is the Met's clear up rate by way of sanctioned detection for domestic burglary for the last 12 months and the previous rolling 12 months; are you satisfied with this; and if not, what are you doing to improve it?

Answer for Sanctioned detection rates for burglary

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Sanctioned detection rates for burglary

[The Mayor](#)

Last updated: 12 June, 2019

The sanction detection (SD) rate for domestic burglary Nov '16-Oct '17 was 4.3 per cent. For the same period, 17-18 SD rate was 3.2 per cent. Improving this rate is extremely important. To achieve this, the Commissioner and I are investing in additional training for the MPS telephone reporting Officers, and masterclasses are already underway with front line officers.

In addition to this, the MPS are embedding intelligence Teams in BCUs and maximising forensic opportunities from the point of first contact. These actions will improve the quality of investigation and assist in identifying linked series.

The Mayor is keen to prevent and deter burglary and has recently announced £85 million funding for the police, part of which will be invested in the police response to burglary. There will be a major boost for Met Trace, the MPS flagship burglary prevention programme which involves officers and PCSOs visiting homes to provide Londoners with crime prevention advice and delivering property-marking kits, which will significantly widen coverage and protect homes across the capital. Local police will continue to focus on work to prevent burglary and target those responsible.

In addition to this 24 of the 32 London borough's have prioritised burglary for the financial year 2019/20, as set out within the Police and Crime Plan's local volume crime priorities initiative.

National Roads Fund**Question No: 2018/3287**[Florence Eshalomi MP](#)

Will Transport for London have access to the National Roads Fund?

Answer for National Roads Fund[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

National Roads Fund[The Mayor](#)

Last updated: 07 December, 2018

This has not yet been made clear by the Department for Transport (DfT) as the funding allocation for the National Roads Fund (NRF) has yet to be confirmed.

The National Roads Fund is £28.8bn over five years, and has been created by ring-fencing Vehicle Exercise Duty (VED). On average, Londoners pay £500m a year on VED. £25.3bn of the NRF is for the Strategic Road Network (SRN). Less than 0.5 per cent of roads in London (by distance) form part of the SRN. Therefore, I expect very little of the £25.3bn to be spent in London.

It has not been confirmed what the remaining £3.5bn will be spent on, although it is likely to be on the Department for Transport's (DfT) newly proposed Major Roads Network (MRN). DfT has confirmed that Transport for London (TfL) will be eligible to bid for funding via the MRN, although it has not yet confirmed what roads in London will be part of this network. The DfT has announced that a junction improvement scheme at Gallows Corner has been shortlisted for potential funding, but this funding has not yet been secured and no other London schemes have yet been shortlisted. At this point, therefore, the extent to which this will be a useful funding source for London is unclear.

Beyond this, funding sources for local roads and maintenance are either not available for London to bid for, or it is unclear whether London will be eligible.

As of 2017/18, TfL no longer receives an operational grant from central Government and roads within London are excluded from receiving Local Highways Maintenance funding – available to other local highway authorities in England. This lack of funding has required TfL to stop all non-safety critical road renewals for two years (2018/19 to 2019/20).

I will continue to call on Government to ensure that there is steady and sustained funding to keep the nation's capital moving, open to business and investment and able to bring significant benefits to the wider UK economy.

Roads Investment Strategy 2

Question No: 2018/3288

[Florence Eshalomi MP](#)

The draft Roads Investment Strategy 2 document says, "RIS2 will require cooperation with others beyond government and Highways England, in particular those with expertise and understanding of local and regional priorities so that decisions are respectful of place. We envisage close working relationships, building on those established during the delivery of the first RIS and the research phase for developing RIS2, in particular with: Devolved administrations in Scotland and Wales, Transport for London, and city region mayors and combined authorities, joining up the road networks across borders where appropriate." Are you able to confirm what work Transport for London has undertaken in this regard and whether any of the £25.3 billion budget will be spent in London?

Roads Investment Strategy 2

[The Mayor](#)

Last updated: 30 November, 2018

Please refer to Mayor's Question 2018/3287.

Potholes

Question No: 2018/3289

[Florence Eshalomi MP](#)

The government will allocate £420 million to local authorities in 2018-19 to tackle potholes, repair damaged roads, and invest in keeping bridges open and safe. How much of this £420 million will be spent in London?

Potholes

[The Mayor](#)

Last updated: 30 November, 2018

The Department for Transport (DfT) has allocated £20m directly to London Boroughs and Transport for London (TfL). Of this £20m, TfL has been allocated £2.74m.

Further detail of this allocation can be found in the DfT's Road Funding: Information Pack, https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/755358/roads-funding-information-pack.pdf

National Productivity Investment Fund

Question No: 2018/3290

[Florence Eshalomi MP](#)

The government will make £150 million of National Productivity Investment Fund funding available to local authorities for small improvement projects such as roundabouts. How much of this £150 million will be spent in London?

National Productivity Investment Fund[The Mayor](#)

Last updated: 30 November, 2018

The Department for Transport (DfT) has not yet made clear whether London will be able to bid for the £150m National Productivity Investment Fund.

Local infrastructure rate**Question No: 2018/3291**[Florence Eshalomi MP](#)

Transport for London is one of five local authorities that have been successful in the first round of applications, for access to a local infrastructure rate to support infrastructure projects that are high value for money. How much money has Transport for London borrowed and what projects will the money be supporting?

Local infrastructure rate[The Mayor](#)

Last updated: 30 November, 2018

Transport for London has been awarded up to £100m of Public Works Loan Board (PWLB) borrowing at the local infrastructure rate of gilts + 60 basis points for investing in the London Underground Accessibility programme. The borrowing has not yet been drawn, but is planned to go towards funding step-free access at a number of London Underground stations.

Docklands Light Railway Investment**Question No: 2018/3292**[Florence Eshalomi MP](#)

The government will invest £291 million from the Housing Infrastructure Fund to unlock over 18,000 new homes in East London through investment in the Docklands Light Railway. Can you explain what investment will be made and how it will support 18,000 homes?

Docklands Light Railway Investment[The Mayor](#)

Last updated: 30 November, 2018

The Government's allocation of £291m from the Housing Infrastructure Fund will fund up to 14 new DLR trains, an expansion of Beckton depot to accommodate the new rolling stock, a contribution to a new DLR station in Thameside West, and a contribution to help unlock new housing at Poplar depot.

Without this funding, the DLR will not have sufficient capacity to accommodate the planned levels of growth in the Royal Docks and Isle of Dogs. The funding, therefore, allows TfL to increase train frequencies and expand available capacity on the network to directly enable around 18,000 new homes.

Crossrail 2**Question No: 2018/3293**[Florence Eshalomi MP](#)

The government is considering the recommendations of the Independent Affordability Review of Crossrail 2, and will consider the case for the project at the Spending Review. Are you able to publish a copy of the Independent Affordability Review of Crossrail 2?

Crossrail 2[The Mayor](#)

Last updated: 30 November, 2018

The IAR's report is still being considered. Our intention is to publish it once the Government has reached a decision on Crossrail 2's route and potential phasing, though publication would be subject to the Department of Transport's agreement.

Transport for London Pay Gap (1)**Question No: 2018/3294**[Florence Eshalomi MP](#)

The biggest ethnicity pay gap within Transport for London is among graduates. Transport for London state this is because more people in years 2 and 3 of the graduate scheme are white. Why were more BAME candidates not recruited in the grad scheme for these years and what are Transport for London doing to reduce the pay gap in this area?

Transport for London Pay Gap (1)[The Mayor](#)

Last updated: 30 November, 2018

Transport for London (TfL) graduate salaries are fixed by year, with no variation between graduates in the same year's cohort. The graduate schemes themselves vary in duration, with schemes lasting either two or three years in length.

To improve the diversity of applicants to the graduate scheme, TfL is reviewing their list of target universities, prioritising those with a high proportion of female and BAME engineering students. TfL is also working alongside the Bright Network Partnership, to promote our graduate scheme to their diverse network of potential applicants.

There is also an ongoing review of the assessment and selection process to ensure that no under-represented groups are discouraged from applying.

Transport for London Pay Gap (2)**Question No: 2018/3295**[Florence Eshalomi MP](#)

Transport for London have not yet implemented anonymous job applications. What is the timeline for this and why hasn't it happened already?

Transport for London Pay Gap (2)[The Mayor](#)

Last updated: 30 November, 2018

Transport for London has recently undertaken a 12 month research pilot, with two suppliers, evaluating the functionality and hiring outcomes when using automatic shortlisting. The findings demonstrated that there was significantly less bias in recruiting when the software was used. TfL has now chosen a preferred supplier, and will be implementing the solution in 2018/19.

Transport for London Pay Gap (3)**Question No: 2018/3296**[Florence Eshalomi MP](#)

Transport for London have stated that they are establishing diverse panels for interviews. What percentage of interview panels in the last 18 months had a) no women b) No BAME employee?

Transport for London Pay Gap (3)[The Mayor](#)

Last updated: 30 November, 2018

We do not currently monitor or record the diversity of interview panels; however it was mandatory during any transformation activity that all panels are independent and diverse. There is supporting guidance available for hiring managers where this is also a clear specification.

Transport for London Mentoring (1)**Question No: 2018/3297**[Florence Eshalomi MP](#)

- a) How many female Transport for London employees have had a mentor in the last 24 months? b) How many are planned for the future? c) How many of these staff who have had mentors have moved up in pay/grade?

Transport for London Mentoring (1)[The Mayor](#)

Last updated: 30 November, 2018

The figures below relate to Transport for London (TfL) leadership development programme mentoring partnerships initiated in 2018 to date:

- b) Thirty-five (45%) of the 78 mentees are female. This compares to 24% of all TfL staff who are female.
- c) Future mentoring numbers will be based on: Individuals identified as a priority for mentoring at that time; mentoring requests received; and mentor availability.

- d) Of the TfL mentees promoted during the 12-month period to October 2018, 67% were female. This compares to 36% of all staff promoted during that period who are female.

A record of locally arranged mentoring partnerships is not kept centrally.

Seven female TfL employees are also taking part in the mayoral Our Time initiative launched this year which pairs high potential women with senior management level champions to help to open up the professional networks, opportunities and contacts often needed to progress within workplaces.

Transport for London Mentoring (2)

Question No: 2018/3298

[Florence Eshalomi MP](#)

- a) How many BAME Transport for London employees have had a mentor in the last 24 months? b) How many are planned for the future? c) How many of these staff who have had mentors have moved up in pay/grade?

Transport for London Mentoring (2)

[The Mayor](#)

Last updated: 30 November, 2018

The figures below relate to Transport for London (TfL) leadership development programme mentoring partnerships initiated in 2018 to date:

- b) Ten (14.5%) of the 69 mentees who have declared their ethnicity describe themselves as Black, Asian or Minority Ethnic (BAME). This compares to 37% of all TfL staff who have declared their ethnicity who describe themselves as BAME.
- c) Future mentoring numbers will be based on: Individuals identified as a priority for mentoring at that time; mentoring requests received; and mentor availability.
- d) Of the TfL mentees promoted during the 12-month period to October 2018 who have declared their ethnicity, 40% describe themselves as BAME. This compares to 37% of all staff promoted during that period who describe themselves as BAME.

A record of locally arranged mentoring partnerships is not kept centrally.

This year TfL has also set up an inter-company mentoring programme with one of their IT suppliers and all of the mentees in this programme describe themselves as BAME.

Transport for London training**Question No: 2018/3299**[Florence Eshalomi MP](#)

Unconscious bias training has been given to senior managers at Transport for London. When will this be rolled out to mid-level managers as well?

Transport for London training[The Mayor](#)

Last updated: 30 November, 2018

Unconscious Bias training is available to all Transport for London (TfL) employees, as either an eLearning module, or a classroom based course. In addition to senior managers; this training is a mandatory requirement for all hiring managers, who are often mid-level managers and all those involved in the selection and assessment process as part of the TfL Transformation programme. The launch of the Brilliant Basics toolkit for line managers is a revised approach to reinforce the integrated roll out of core training modules such as Unconscious Bias. Over 2,250 employees have completed the training to date.

Black Cultural Archives**Question No: 2018/3300**[Florence Eshalomi MP](#)

The Black Cultural Archives is the UK's only national heritage centre dedicated to collecting, preserving and celebrating the histories of African and Caribbean people in Britain. Given the importance of the Black Cultural Archives to culture in London, and nationally, what support is the Mayor giving to the BCA given the news that it is facing closure due to a funding crisis?

Black Cultural Archives[The Mayor](#)

Last updated: 30 November, 2018

I'm proud that we have the UK's first dedicated Black heritage centre here in London. The Black Cultural Archives does incredibly important work to celebrate the histories of African and Caribbean communities in London and the UK. Along with Lambeth and the Heritage Lottery Fund, the GLA contributed significantly to the BCA's current building.

Like you, I am concerned about this significant threat to the organisation's future. I have written an urgent letter to the Secretary of State for Digital, Culture, Media and Sport calling on the government to support the BCA through its current funding issues and achieve a sustainable plan to secure its future.

Black Cultural Archives (2)**Question No: 2018/3301**[Florence Eshalomi MP](#)

The Black Cultural Archives is the UK's only national heritage centre dedicated to collecting, preserving and celebrating the histories of African and Caribbean people in Britain. What conversations has the Mayor had with the London Area Chair of the Arts Council England regarding financial support for the BCA?

Black Cultural Archives (2)[The Mayor](#)

Last updated: 30 November, 2018

I'm proud that we have the UK's first dedicated Black heritage centre here in London. The Black Cultural Archives does incredibly important work to celebrate the histories of African and Caribbean communities in London and the UK. Like you, I am concerned about this significant threat to the organisation's future.

Because of its status as an archive, Arts Council England is not a core funder of BCA. My team has raised this important issue with Heritage Lottery Fund who supported the capital build of BCA until 2017. Heritage Lottery Fund remains supportive of BCA and is open to discussions about future project funding.

Knife Crime**Question No: 2018/3302**[Florence Eshalomi MP](#)

Last year on New Year's Eve there were four fatal stabbings. Knife crime has continued to increase throughout 2018. Given the number of fatal stabbings across London recently, what contingency plans are being put in place for the Christmas period to ensure the safety of Londoners?

Knife Crime[The Mayor](#)

Last updated: 30 November, 2018

Each of the Met Police Basic Command Units is providing a Winter Nights Plan that details local resourcing mapped against crime and anti-social behaviour problem profiles. These plans are supported with a breakdown of resources required to effectively manage large crowds, known crime types and public reassurance. The plans are coordinated by the Met centrally to deploy assets, such as the Violent Crime Task Force and Territorial Support Group to support the local policing plans.

Throughout the Christmas period the Violent Crime Task Force will have its command centre functioning, to ensure officers are deployed quickly in light of emerging intelligence as a prompt response to incidents.

In addition, the Met are working with local authority licensing teams to manage the Night Time Economy and linked criminality, including breaches of licencing legislation. Whilst much of this emphasis is on public place violence the Met safeguarding teams will work with local support groups to ensure victims of Domestic Abuse are able to reach out and have confidence in reporting matters to the Police and support networks.

Housing Need and Local Plans

Question No: 2018/3304

[Nicky Gavron](#)

The Planning for Affordable Housing report by the Town and Country Planning Association shows that the Proportion of affordable housing need met through policies in recently adopted Local Plans is;

London Borough of Islington 15%

London Borough of Hounslow 36%

London Borough of Wandsworth 38%

London Borough of Lambeth 44%

How will you be encouraging London Boroughs to increase their affordable housing delivery to meet requirements?

Housing Need and Local Plans

[The Mayor](#)

Last updated: 30 November, 2018

Meeting London's affordable housing needs is extremely challenging given the years of under-investment in affordable homes. However, as you know, I am absolutely committed to increasing affordable housing delivery. The draft London Plan and London Housing Strategy set out an approach to delivering 50 per cent of new homes as affordable homes across London.

A significant proportion of new affordable homes will be delivered through planning contributions. I expect most large developments to provide at least 35 per cent affordable homes on-site across most of London. This rises to 50 per cent on public land and some industrial land suitable for homes.

Affordable housing delivered through planning will be augmented using affordable housing grant. I have an agreement with 34 affordable housing providers that 50 per cent of their housing programmes will be affordable – and eight large providers have committed to 60 per cent.

I am also keen to get boroughs to deliver more council homes. Through my Building Council Homes for Londoners programme, I have allocated £1bn to support 11,000 new council homes at social rent levels and a further 3,500 genuinely affordable homes. I also recently launched a £10 million Homebuilding Capacity Fund to help councils increase affordable

housing delivery directly and I have collaborated with Future of London to create a Council-led Housing Forum to provide technical advice to council practitioners.

New Homes Targets

Question No: 2018/3305

[Nicky Gavron](#)

Rob Krszyzowski, spatial planning manager at the London Borough of Brent, has said at the recent Planning for Housing conference that providing the numbers of new homes required under the Mayor's London Plan "will be very challenging". How will you be working with boroughs to ensure they meet this challenge?

Answer for New Homes Targets

[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

New Homes Targets

[The Mayor](#)

Last updated: 07 December, 2018

I recognise the scale of the challenge, but, it is incumbent on all those involved in planning and development to support the delivery of the homes London needs. The draft London Plan provides an effective policy framework that will enable boroughs to prepare delivery-focused local plans, and I will be publishing supplementary planning guidance to further help boroughs ensure new developments optimise housing capacity to prevent the inefficient use of land.

I also recently launched the £10 million Homebuilding Capacity Fund to help boroughs to proactively plan areas with significant growth potential, to prepare documents to optimise development densities and to increase planning certainty on small sites.

Transport for London Homes

Question No: 2018/3306

[Nicky Gavron](#)

Tom Sykes, projects design manager at Transport for London, has said at the recent Planning for Housing conference that planning is "one of the biggest risks" for the mayoral body in achieving its target of building 10,000 homes on its land holdings by 2021. What concerns, if any, do you have regarding Transport for London's ability to secure planning permissions for all the homes it needs to build and what mechanisms are in place to support this?

Transport for London Homes

[The Mayor](#)

Last updated: 30 November, 2018

The housing crisis is one of the biggest threats to London's future. My draft London Plan outlines a clear vision of how we need to deliver thousands of genuinely affordable homes at the same time as creating a more inclusive, greener and safer city that supports the health and wellbeing of all Londoners.

I am confident that through adopting the principles of Good Growth, ensuring great design, and engagement with boroughs and local communities, TfL will be able to secure the necessary planning permissions to achieve its target of 10,000 starts by 2021.

Transport for London Homes

Question No: 2018/3307

[Nicky Gavron](#)

Tom Sykes, projects design manager at Transport for London, has said at the recent Planning for Housing conference that proposals to redevelop car parks can cause controversy, he said, "Councillors are likely to face public pressure not to lose parking spaces, even if they're not well used". Are you confident that Transport for London will be able to deliver the requisite number of homes on Transport for London's car park sites?

Transport for London Homes

[The Mayor](#)

Last updated: 30 November, 2018

The housing crisis is one of the biggest threats to London's future. My draft London Plan outlines a clear vision of how we need to need deliver thousands of genuinely affordable homes at the same time as creating a more inclusive, greener and safer city that supports the health and wellbeing of all Londoners.

I have been clear that to secure the future health and prosperity of our city, we need to be bolder in encouraging people to reduce their reliance on private car use and to adopt healthy, sustainable modes of travel. Where housing developments result in a reduction of car parking spaces, I urge all boroughs to work closely with TfL, to ensure alternative modes of transport are available. I am confident that working closely with Boroughs and communities TfL will be able to deliver the thousands of homes on its land that London badly needs.

Gatwick Airport Runway

Question No: 2018/3308

[Nicky Gavron](#)

Gatwick Airport are seeking a development consent order to bring its standby runway into use to accommodate long-term growth. Will you be supporting such an order?

Answer for Gatwick Airport Runway

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Gatwick Airport Runway

[The Mayor](#)

Last updated: 22 January, 2019

I have been on record in the past that the South East needs additional aviation capacity and that is best delivered through the expansion of Gatwick Airport.

Gatwick Airport has consulted on its masterplan which contains various scenarios including a proposal for bringing into use its existing standby runway. This could in due course be taken forward through a Development Consent Order (DCO).

When and if a full DCO application is made, I will review the detailed plans to fully assess the economic and jobs benefits for London as well as the range of environmental impacts including biodiversity, noise, air quality, surface access and carbon (including emissions from flights) in determining my support.

Lengthening Planning Decisions

Question No: 2018/3309

[Nicky Gavron](#)

The time taken by the Planning Inspectorate to handle appeals are getting longer. What concerns do you have about these delays to planning decisions and what impact will they have in London?

Lengthening Planning Decisions

[The Mayor](#)

Last updated: 30 November, 2018

It is accepted by all stakeholders that we are facing a housing crisis, and delays within to the planning system exacerbate this problem. I am aware that delays in the Planning Inspectorate appeals process are of the cause of particular concern to developers, and I would encourage all parties to reduce delays, in order to avoid impacts on the delivery of new homes in London.

Unspent Community Investment Levy

Question No: 2018/3310

[Nicky Gavron](#)

A report by the Association for Consultancy and Engineering has found that 61% of borough Community Investment Levy collected in London remains unspent. Does this concern you and have you any recommendations for changing the situation?

Unspent Community Investment Levy

[The Mayor](#)

Last updated: 30 November, 2018

The unspent Community Infrastructure Levy (CIL) relates only to borough local CILs, as 100 per cent of my Mayoral CIL is spent on Crossrail.

I have no formal powers to direct how boroughs spend their CILs. The Levy is an important source of funding for the infrastructure needed to support development in London, and I would be concerned if boroughs were not ensuring its effective use. However, the Association for Consultancy and Engineering report does not distinguish between spent and committed funding, and as schemes can take several years to progress, this may conceal a proportion of funding that may in fact already be committed. It is also important to note that most London boroughs did not adopt CILs until 2015, so it is too early to judge the success of the system. The GLA and TfL supports boroughs through the CIL Collection Group and annual CIL training days.

Mobility Walkers on Buses Guidance

Question No: 2018/3312

[Joanne McCartney](#)

Will you ensure that TfL updates the existing guidance to all bus drivers to include how to handle Mobility Walkers when they are used on buses? A recent reply from TfL stated that there is currently no guidance in place.

Mobility Walkers on Buses Guidance

[The Mayor](#)

Last updated: 30 November, 2018

Guidance is provided on this issue on page 74 of the 'Big Red Book' which is issued to all London's bus drivers. This guidance says that passengers with mobility walkers may ask to enter or leave through the centre doors because it is the safest and easiest way for them. Drivers are advised to deploy the ramp or 'kneel' the bus if this will help the passenger. I'm sorry that you were not provided with this information in a previous response from Transport for London.

St Ann's Hospital Biodiversity

Question No: 2018/3313

[Joanne McCartney](#)

Will the GLA use the St Ann's Hospital redevelopment as a real exemplar for building with climate change, securing a standard of greater than 0.4 in the Mayor's Urban Greening Factor, and the delivery of biodiversity net gain through habitat creation targets, set out in the Mayor's Environment Strategy, so that St Ann's is not only best example of green infrastructure and ecologically sensitive regeneration in London, but also the best in the country?

St Ann's Hospital Biodiversity

[The Mayor](#)

Last updated: 30 November, 2018

As a result of my intervention, the St Ann's Hospital site will deliver a minimum of 50 per cent affordable housing, alongside other good growth policies of my draft London Plan - including policies G5 and G6 on urban greening and biodiversity. In doing so, the redevelopment of St Ann's will be an example of how urban greening and space for nature can be integrated into developments to create healthy, resilient and attractive places for people to live and to meet the ambitious aims of my London Environment Strategy. The detailed design of the site will be agreed once a development partner is appointed next year.

St Ann's Hospital Biodiversity

[The Mayor](#)

Last updated: 30 November, 2018

As a result of my intervention, the St Ann's Hospital site will deliver a minimum of 50 per cent affordable housing, alongside other good growth policies of my draft London Plan - including policies G5 and G6 on urban greening and biodiversity. In doing so, the redevelopment of St Ann's will be an example of how urban greening and space for nature can be integrated into developments to create healthy, resilient and attractive places for people to live and to meet the ambitious aims of my London Environment Strategy. The detailed design of the site will be agreed once a development partner is appointed next year.

London Overground Staffing

Question No: 2018/3314

[Joanne McCartney](#)

Can you provide me with the current and proposed staffing levels for the following London Overground stations?

Bruce Gove

Bush Hill Park

Silver Street

Southbury

Turkey Street

White Hart Lane

Answer for London Overground Staffing

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

London Overground Staffing

[The Mayor](#)

Last updated: 27 December, 2018

Current staffing for the following London Overground stations is as follows:

- Bruce Grove - between one and two staff each day, at least one on Sundays
- Bush Hill Park - between one and three staff each day, at least one at weekends
- Silver Street - between one and two staff each day, one on Sundays
- Southbury - between one and three staff each day, at least one at weekends
- Turkey Street - between one and three staff each day, at least one at weekends
- White Hart Lane - between one and three staff each day, at least one at weekends.

Arriva Rail London's (ARL's) review of its staffing model is underway and it is engaging with its staff and the Trade Unions on any proposed changes. Details of staffing numbers will depend on a number of factors including the outcome of statutory consultation, demand for customer assistance, the presence of ticket gatelines, the need for platform supervision and safety considerations.

ARL continues to work closely with London TravelWatch (LTW) and is considering its formal response to the recent consultation about the ticket offices.

While no decisions have been taken, TfL assures me that safety and security will remain a priority. All stations will continue to be staffed whenever trains are running, from 15 minutes before the first train until 15 minutes after the last train, with staff located in public areas, where customers need them most.

Bus Link between Hampstead, Highgate and Crouch End

Question No: 2018/3315

[Joanne McCartney](#)

Residents have been lobbying for a bus link between Hampstead, Highgate and Crouch End. With the current bus reviews being carried out, will you ensure this proposal is considered?

Bus Link between Hampstead, Highgate and Crouch End

[The Mayor](#)

Last updated: 30 November, 2018

Based on current demand and travel patterns, TfL believes that there is already a comprehensive bus network in Hampstead, Highgate and Crouch End. For example, route W5 provides links between Crouch End and the south end of Highgate High Street, and route 210 runs between Highgate and the north end of Hampstead. Passengers can also travel on route 41 between Crouch End and Archway where they can change to routes 210 and 271 to Highgate Village, or the C11 to the south end of Hampstead. Passengers can change buses at no extra charge with no extra payment, thanks to my Hopper fare.

However, the bus network also is under constant review, and Transport for London will bear your suggestion in mind when this area is next reviewed in detail.

W3 Bus

Question No: 2018/3316

[Joanne McCartney](#)

Further to MQ 2018/2865, will TfL and the operators of the W3 consider introducing more buses temporarily for the western end of the route towards Finsbury Park for the duration of the works on White Hart Lane?

W3 Bus

[The Mayor](#)

Last updated: 07 December, 2018

Recognising the level of demand towards Finsbury Park in the weekday morning peak, Transport for London (TfL) introduced two additional journeys from Wood Green (arriving Finsbury Park at 07:19 and 07:31) from 24 September 2018 to provide additional capacity. TfL will continue to monitor demand.

Answer for W3 Bus

[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Recycling Bins at Tube Stations

Question No: 2018/3317

[Joanne McCartney](#)

Further to MQ 2018/0555, are you able to update me on when we can expect to see recycling bins at tube stations?

Answer for Recycling Bins at Tube Stations

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Recycling Bins at Tube Stations

[The Mayor](#)

Last updated: 07 December, 2018

Transport for London (TfL) is planning to extend the recycling bin trial at four further locations – Waterloo, Leicester Square, Balham and Wimbledon Park. This is set to commence in January.

This trial will enable TfL to determine how best to roll out recycling bins further, whilst understanding and balancing key constraints faced in a busy station environment. These include compliance with fire safety requirements, passenger flows, and waste collecting, storing and emptying regimes.

The trial will be completed by Autumn 2019, and I have asked TfL to share its outcomes and decisions made on further rollout in due course.

Seven Sisters Market

Question No: 2018/3318

[Joanne McCartney](#)

Relations between Seven Sisters market traders and MAM have irretrievably broken down. Will TfL please meet with traders and allow them to take over the management of the market themselves?

Answer for Seven Sisters Market

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Seven Sisters Market

[The Mayor](#)

Last updated: 07 December, 2018

The building at Wards Corner is owned by TfL and is currently leased out to Market Asset Management Ltd (MAM). TfL therefore, does not hold a direct relationship with the traders at Seven Sisters market. This distinction means TfL has limited ability to influence the day-to-day running of the market or to intervene in licence disputes between MAM and individual traders.

TfL is aware of the strained relationship between MAM and some of their traders. TfL has met traders to understand their concerns, and it continues to have regular, frank discussions with MAM. I have asked my officers to continue to push MAM to resolve these matters.

Violent Crime Taskforce

Question No: 2018/3319

[Joanne McCartney](#)

Since the creation of the Violent Crime Taskforce please can you give details of:

1. How many stop and searches the Taskforce has made?
2. How many arrests were made arising from those stops and searches?
3. What crimes were those arrests for?

Answer for Violent Crime Taskforce[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Violent Crime Taskforce[The Mayor](#)

Last updated: 22 January, 2019

1. Since the creation of the Violent Crime Task Force, officers have conducted 5,113 stop and searches across London.
2. As a result of those searches, officers have made 573 arrests.
3. There were 155 arrests specifically for weapon and knife offences. The remaining 422 arrests were for a range of offences, including robbery, assault and drugs possession and supply.

Fireworks and anti-social/criminal behaviour (1)**Question No: 2018/3320**[Joanne McCartney](#)

Please provide details of:

1. How many reports did the Metropolitan Police receive from 1 October 2018 to date with regards to misuse of fireworks, and how were these reports categorised?
2. How many required police to attend?
3. How does this figure compare to the past 3 years?

Answer for Fireworks and anti-social/criminal behaviour (1)[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Fireworks and anti-social/criminal behaviour (1)[The Mayor](#)

Last updated: 12 June, 2019

Please see below the requested information.

Fireworks-related reports received:

| Type | 2015 | 2016 | 2017 | 2018 |
|---------------------|------|------|------|------|
| ASB - Nuisance | 3678 | 3784 | 3503 | 2445 |
| ASB - Environmental | 141 | 120 | 82 | 102 |

| | | | | |
|--------------------------|-------------|-------------|-------------|-------------|
| Other | 110 | 131 | 89 | 85 |
| Suspicious Circumstances | 103 | 91 | 96 | 67 |
| Concern For Safety | 195 | 68 | 41 | 12 |
| ASB - Personal | 101 | 110 | 46 | 59 |
| Grand Total | 4328 | 4304 | 3857 | 2770 |

Fireworks-related reports requiring police attendance:

| Graded Response | 2015 | 2016 | 2017 | 2018 |
|------------------------|-------------|-------------|-------------|-------------|
| I calls | 524 | 453 | 404 | 261 |
| S Calls | 2265 | 2242 | 1812 | 1113 |
| E Appointment | 119 | 135 | 100 | 58 |
| total attended | 2908 | 2830 | 2316 | 1432 |
| E (would not attend) | 1420 | 1474 | 1541 | 1338 |
| Grand Total | 4328 | 4304 | 3857 | 2770 |

Fireworks and anti-social/criminal behaviour (2)**Question No: 2018/3321**[Joanne McCartney](#)

Do we need tighter regulations in place to restrict who can buy and use fireworks?

Answer for Fireworks and anti-social/criminal behaviour (2)[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Fireworks and anti-social/criminal behaviour (2)[The Mayor](#)

Last updated: 12 June, 2019

The answer to Mayor's Question 2018/3320 shows a steady decrease in reports of firework-related incidents to the MPS and a decrease in the need for them to attend said incidents. This would suggest there is no immediate need for stronger regulation or enforcement action.

Tower Hamlets Comments**Question No: 2018/3322**[Joanne McCartney](#)

What is your response to the recent crass Rod Liddle column in The Sunday Times suggesting that suicide bombers should blow themselves up in the London Borough of

Tower Hamlets, which he described as being a “decent distance from where the rest of us live”?

Answer for Tower Hamlets Comments

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Tower Hamlets Comments

[The Mayor](#)

Last updated: 21 May, 2019

One of my priorities is to promote the capital as a great world city whose cultural diversity is a source of enormous strength and vitality. Comments like that are really divisive and hateful, they have no place in our society.

Enfield PCs and PCSOs

Question No: 2018/3323

[Joanne McCartney](#)

How many police officers (and at what rank) and PCSOs has the London Borough of Enfield lost since 2010?

Enfield PCs and PCSOs

[The Mayor](#)

Last updated: 30 November, 2018

At the end of March 2010 Enfield had 583 police officers and 156 Police Community Support Officers (PCSOs).

As of end of September 2018 Enfield had 493 police officers and 23 PCSOs.

Rank structure at a borough level is not easily discernible from the available data. All numbers are ‘Full Time Equivalent’ (FTE).

Caution should be exercised when comparing borough officer numbers from significantly different time periods. Restructuring within the Metropolitan Police Service (MPS) means that whilst officers may continue to deliver similar services they may be counted under different commands.

Haringey PCs and PCSOs

Question No: 2018/3324

[Joanne McCartney](#)

How many police officers (and at what rank) and PCSOs has the London Borough of Haringey lost since 2010?

Answer for Haringey PCs and PCSOs[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Haringey PCs and PCSOs[The Mayor](#)

Last updated: 22 January, 2019

At the end of March 2010 Haringey had 720 police officers and 108 Police Community Support Officers (PCSOs).

As of end of September 2018 Haringey had 529 police officers and 20 PCSOs.

Rank structure at a borough level is not easily discernible from the available data. All numbers are 'Full Time Equivalent' (FTE).

Caution should be exercised when comparing borough officer numbers from significantly different time periods. Restructuring within the Metropolitan Police Service (MPS) means that whilst officers may continue to deliver similar services they may be counted under different commands.

Support for businesses in outer London**Question No: 2018/3326**[Dr Onkar Sahota](#)

What is your office doing to promote local business growth, particularly in our outer boroughs?

Answer for Support for businesses in outer London[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Support for businesses in outer London[The Mayor](#)

Last updated: 22 January, 2019

The London Growth Hub online portal contains information relevant to all London Boroughs. The offer in the portal includes links to the business support offer provided by Local Authorities as well as private providers from across the Capital.

All the face-to-face Growth Hub funded projects are also required to deliver at least half of its offer in outer London.

Furthermore, my Growth Hub team organises events and workshops and attend business shows in a wide range of locations. This has included events and workshop in Brent, Orpington, Hounslow, Lewisham, Romford, Harrow and Bromley.

London choosing wisely**Question No: 2018/3327**[Dr Onkar Sahota](#)

What assessment have you made of the results of the eight pan-London treatment pathways developed by London Clinical Commissioning Groups?

Answer for London choosing wisely[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

London choosing wisely[The Mayor](#)

Last updated: 27 December, 2018

I understand that the NHS needs to make difficult decisions about resource allocation, and welcome the London Choosing Wisely programme with its strong and expert clinical leadership, and its commitment to achieving the best health outcomes for patients whilst reducing variation in care across London.

The pan-London policies developed by the programme are advisory and the statutory duty for approval and implementation rests with each CCG governing body.

My officers will ensure I am briefed as the CCGs develop their plans for implementation.

Workplace mental health**Question No: 2018/3328**[Dr Onkar Sahota](#)

What are you doing to take forward the recommendations from Thrive LDN's report "Towards Happier, Healthier Lives"?

Answer for Workplace mental health[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Workplace mental health[The Mayor](#)

Last updated: 27 December, 2018

Following this report, Thrive LDN partnered with The Lord Mayor's Appeal and Barclays on the This is Me campaign to tackle mental health stigma and discrimination in the workplace. Thrive LDN are also working with the London Mental Health & Employment Partnership to support STPs to double the provision of Individual Placement & Support in London. Further work to support SMEs is planned over the coming year.

In addition, the Healthy Workplace Charter programme is currently being updated to include criteria on mental health awareness training, employee resilience and education and development for frontline workers. This refresh has been informed through engagement of sectors employing low paid members of staff to ensure the programme addresses health inequalities where it can.

Healthy high streets

Question No: 2018/3329

[Dr Onkar Sahota](#)

In light of the Royal Society for Public Health's report which highlighted that London's ten unhealthiest high streets are all in areas of relatively higher deprivation, what are you doing to roll out the lessons of Healthy London Partnership's Healthy High Streets Programme?

Answer for Healthy high streets

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Healthy high streets

[The Mayor](#)

Last updated: 27 December, 2018

I was pleased to see the innovation that the Healthy High Streets programme demonstrated, working with local businesses and entrepreneurs on three London high streets to trial new approaches to tackling child obesity. The programme was developed by Healthy London Partnership and funded and delivered by a range of partners. It is a concrete example of how London is collaborating to improve Health and Care.

The programme gathered invaluable insight into how young people make food choices. The results are being shared with local authorities, funders, policy makers and pan London networks working to reduce childhood obesity, including the London Food Board and London's Child Obesity Taskforce, which I recently launched.

Sharing information for health

Question No: 2018/3330

[Dr Onkar Sahota](#)

What are you doing to promote the use of integrated and shared data, for instance on risk profiles, to enable commissioning frameworks that reduce health inequalities?

Answer for Sharing information for health

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Sharing information for health[The Mayor](#)

Last updated: 27 December, 2018

Earlier this year I supported a successful proposal for London to become a Local Health and Care Record Exemplar, delivering up to £15m capital funding over three years, matched by contributions from the London system, to share information across organisations to improve people's experience and outcomes in health and social care. The demonstrator projects across London will support integrated care and population health management and enable services to act on unwarranted variation and health inequalities.

Health centres and air quality**Question No: 2018/3331**[Dr Onkar Sahota](#)

The British Lung Foundation found that there are 1320 hospitals and GP practices in London in areas above the World Health Organisation limit for fine particulate matter (PM2.5). What steps are you taking to reduce motor vehicle traffic (and other causes of air pollution) in the immediate vicinity of these centres?

Answer for Health centres and air quality[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Health centres and air quality[The Mayor](#)

Last updated: 07 December, 2018

The British Lung Foundation's report highlights how often vulnerable people, such as the elderly, children and those with heart or lung conditions, are exposed to high PM2.5 levels during NHS appointments. My London Environment Strategy sets the ambitious target of London meeting the World Health Organization guideline limit for PM2.5 by 2030.

My Transport Strategy prioritises Healthy Streets, and we will be investing in schemes that make it easier to walk, cycle and use public transport. By 2041, 80 per cent of trips will be made on foot, by cycle or using public transport. Hospitals and GP practices across London will benefit from my actions to improve air quality, including transforming our bus and taxi fleets. I am introducing the world's first Ultra Low Emission Zone in 2019, strengthening the Low Emission Zone standards for heavy vehicles in 2020 and expanding the Ultra Low Emission Zone in 2021.

However significant emissions reductions across all sectors will be required to achieve this and I have been clear that I need additional powers and resources to tackle emissions from all sources including construction, buildings and rivers.

NHS skills shortage**Question No: 2018/3332**[Dr Onkar Sahota](#)

The NHS is short of support and technical staff. Are you considering using your adult skills powers to help Londoners train to move from lower paid occupations into NHS roles?

NHS skills shortage[The Mayor](#)

Last updated: 30 November, 2018

Through the Skills for Londoners Strategy and the devolution of the Adult Education Budget (AEB), I want to ensure that London's £311m annual AEB provision equips adult learners with the skills they need to enter employment in London's key sectors, including the NHS. I will widen access to training in basic skills – including literacy, numeracy and digital skills – for Londoners with lower skills and in low paid occupations earning below the London Living Wage (LLW).

I will also commission an in-work progression project as part of my new European Social Fund (ESF) programme. This will help Londoners in low paid work (earning below the LLW) to strengthen their labour market position through gaining Level 4 and above skills and accreditation. The programme will combine this training with tailored career development support, including for roles in London's key sectors, such as health.

NHS premises maintenance**Question No: 2018/3333**[Dr Onkar Sahota](#)

What assessment has the London Estates Board made of the quantity and value of outstanding repairs and maintenance required to NHS premises in London?

NHS premises maintenance[The Mayor](#)

Last updated: 30 November, 2018

Backlog maintenance costs in NHS organisations in London were reported to be £1.9billion in 2016/17. Reducing the backlog in maintenance is a priority for NHS organisations in London and the London Estates Board and will be a key theme for the London Health and Care Estate Strategy.

Primary care integration**Question No: 2018/3334**[Dr Onkar Sahota](#)

The September 2018 London estates delivery unit report stated that work had begun to align London Estates Board / London Estates Delivery Unit and Healthy London

Partnership/NHS England on primary care. What contribution has your office and the GLA made to these discussions?

Primary care integration

[The Mayor](#)

Last updated: 28 November, 2018

The GLA has been working with the London Estates Delivery Unit, and will facilitate a workshop to help develop the Healthy London Partnership and to explore issues specifically relating to primary care.

Patient transport and assisted transport services

Question No: 2018/3335

[Dr Onkar Sahota](#)

In item 7 of Transport for London's papers for the Customer Service and Operational Performance Panel (14 November 2018), they state that better integration between ATS and non-emergency hospital transport for disabled people is being hindered "due to the difficulties in making the right contacts within the complex and dissipated organisational structure of the NHS". Will you raise this matter in your regular meetings with the London Ambulance Service?

Answer for Patient transport and assisted transport services

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Patient transport and assisted transport services

[The Mayor](#)

Last updated: 27 December, 2018

I understand that the London Ambulance Service does not currently provide commissioned patient transport services to any London NHS Trusts so it would not be appropriate to raise this issue with them. I will ask officers in my health team to discuss with TfL how best to engage London's NHS further on this issue.

Health inequalities strategy indicators

Question No: 2018/3336

[Dr Onkar Sahota](#)

As part of the Health Inequalities Strategy (HIS) implementation plan you committed to publishing new indicators in a publicly accessible fashion including via the London datastore. However, the datastore HIS indicators page <https://data.london.gov.uk/dataset/health-inequalities-strategy-indicators> has not been updated for two years and still includes the indicators from the old strategy. Can you advise when this will be updated?

Answer for Health inequalities strategy indicators[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Health inequalities strategy indicators[The Mayor](#)

Last updated: 27 December, 2018

We worked with Public Health England (PHE) to collate the data relating to the indicators and have since uploaded the relevant data to the London Datastore - <https://data.london.gov.uk/dataset/london-health-inequalities-strategy-indicators>

These will be updated on a quarterly basis, as different data is updated at different points in the year.

Much of the data is publicly available, and data sources are included in the HIS implementation plan.

Autumn Statement**Question No: 2018/3337**[Dr Onkar Sahota](#)

Your letter to the Treasury concerning the Budget made no mention of health issues or the need to support public health investment. Can you confirm what representations to Government you have made on this issue, and to which departments?

Answer for Autumn Statement[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Autumn Statement[The Mayor](#)

Last updated: 21 May, 2019

Communication about the Health Inequalities Strategy was sent to all London MPs which clearly set out my position (stated in the Assembly plenary) on government investment in public health.

I am currently seeking a meeting with the Secretary of State for Health, Matt Hancock, with whom I intend to raise this in person.

Strategy for eye health in London**Question No: 2018/3338**[Dr Onkar Sahota](#)

I recently met with senior sector representatives to discuss the ongoing need for a more cohesive strategy for eye health in London. Sector leaders have called on you to provide leadership in this area. Will you meet with eye health sector leaders to discuss their concerns?

Answer for Strategy for eye health in London[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Strategy for eye health in London[The Mayor](#)

Last updated: 27 December, 2018

I recognise the importance of good eye health for Londoners and believe it is important to improve access to eye health services. Many sector representatives fed into the recent consultation on my Health Inequalities Strategy, and I am pleased the final Strategy places such importance on timely access to eye healthcare. My Healthy Schools London and Healthy Early Years London programmes specifically ensure there are referral mechanisms in place for targeted services and support like vision screening.

I have little formal responsibility for the provision of health services, but I will continue to raise the issue of eye health as part of my regular meetings with Professor Yvonne Doyle at Public Health England.

Tall Buildings**Question No: 2018/3340**[Navin Shah](#)

The New London Architecture's Tall Buildings Survey 2018 shows that despite signs of a slowdown in building industry, London has 510 towers in the pipeline and a record number of 115 schemes under construction as compared to 455 and 91 respectively, in 2016. Are you concerned that over 90% (458) of these tall buildings are for residential use delivering 106,000 flats? Do you consider this to be sustainable and is this type and level of development within the spirit of draft London Plan? Is this an acceptable solution to meet London's housing crisis particularly to provide genuinely affordable social as well as family size housing?

Tall Buildings[The Mayor](#)

Last updated: 30 November, 2018

Accommodating a rapidly growing city – one which is facing an acute housing crisis – requires more efficient use of the city's land. Tall buildings are not the only way to provide the housing that we need, but they do have a role to play in making optimal use of appropriate sites. Typically, tall buildings form part of residential developments that have a mix of building types and housing sizes, including family-size housing.

Through the draft London Plan, any proposal for tall buildings will be subject to the highest scrutiny and judged on its merits – including its impact on its neighbourhood, its impact on the skyline and, particularly, its safety features – to ensure it can provide high-quality homes that support Good Growth.

'Building Up' Proposals

Question No: 2018/3341

[Navin Shah](#)

What is your view on the recent announcement by the Housing Secretary, who is proposing 'building up' as a means of addressing the housing crisis? The proposals would allow building an extra storey on existing buildings under permitted development rights. An analysis by Knight Frank in 2017 suggested that London had capacity for 40,000 homes by developing modular homes on top of flat roofs across capital. How does this sit with your London Plan and what thoughts of this being done under 'permitted development' regime?

'Building Up' Proposals

[The Mayor](#)

Last updated: 30 November, 2018

Upward extensions can help deliver some of the new homes London needs and the draft London Plan introduces a presumption in favour of small housing developments, including upward extensions, where new homes are created. However, it is essential that upward extensions are well designed, respond well to the surrounding context and do not cause unacceptable harm to neighbours' amenity.

I will carefully consider the Government's detailed proposals to evaluate whether they present an effective approach to deliver our shared objectives, both in delivering the homes London needs and safeguarding against poor design and harmful impacts on residential amenity. However, I am generally wary of new permitted development rights as they can remove important safeguards against poor design quality or harmful impacts on neighbours' amenity.

Slow Down of Growth among Construction SMEs

Question No: 2018/3342

[Navin Shah](#)

The Federation of Master Builders (FMB) have expressed concerns about slower growth in Small Medium Enterprises' (SME) workloads in 3rd quarter of 2018. This is largely due to increasing material prices and 68% of SMEs struggling to hire bricklayers and 59% are

struggling to hire carpenters and joiners. Skill shortages are a major concern particularly with worrying post-Brexit immigration proposals. With 13% of construction workers from outside the UK this will have overall impact on construction industry. How are you dealing with this which will not only adversely impact the entire building industry in London but cripple SMEs and Mayors aspirations of building on small sites?

Answer for Slow Down of Growth among Construction SMEs

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Slow Down of Growth among Construction SMEs

[The Mayor](#)

Last updated: 22 January, 2019

This is further evidence that Brexit is needlessly crippling our construction industry. For this reason I hope the Home Secretary will consider the needs of the London economy in considering his response to the recent Migration Advisory Committee report on European Economic Area migration. It would be enormously damaging to end freedom of movement; and then prevent businesses like home builders from continuing to recruit EU workers.

Drop in Private New Builds

Question No: 2018/3343

[Navin Shah](#)

It is reported that the number of homes being built has halved to the lowest level since 2012. This is put down to the consequences of Brexit. How can the Mayor help developers to boost new builds to meet the housing crisis?

Drop in Private New Builds

[The Mayor](#)

Last updated: 30 November, 2018

Private sector homebuilding is affected by drops in confidence and wider economic uncertainty – like that we are clearly seeing as a result of the Government's chaotic mishandling of Brexit.

Whilst I do not have powers over the wider economy, I am using all the powers and funding I have to boost council, social rented, and other genuinely affordable homebuilding – including through my reforms of the planning system and my funding programme that saw a record number of affordable homes get underway last year.

However, to go further I need far greater devolution of powers and funding so that City Hall can support a step change in the affordable homes that councils, housing associations, and others are building. I will continue to make these calls on Government.

Disability Hate Crime**Question No: 2018/3344**[Navin Shah](#)

In 2017/18 the Met's sanction detection rate for all forms of hate crime was 19% but for disability hate crime it was just 7%. A report released by the Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services just last month found that while improvements had been made 'police and prosecutors were still not considering sufficiently the needs of the victims, particularly with regard to whether they needed reasonable adjustments to give evidence effectively'. How can we ensure disabled people, in particular those with learning difficulties, are supported throughout the criminal justice system?

Answer for Disability Hate Crime[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Disability Hate Crime[The Mayor](#)

Last updated: 07 December, 2018

In order to ensure disabled people, including those with learning disabilities, are supported across the criminal justice services, the MPS 'Vulnerability and Protection of Adults At Risk' Policy is designed so that vulnerable or at risk people can receive a service that meets their needs whether they be victims, witnesses or suspects. Early contact is made with the CPS to discuss what special measures should be put in place from the onset of any investigation and across the criminal justice process.

It is, of course, particularly important that the right level of support is in place for victims of crime, including hate crime, who may have a disability. Whilst the MPS was not one of the forces reviewed by HMICFRS (Her Majesty's Inspectorate of Constabulary and Fire Rescue Services) in its recent hate crime inspection, it has reviewed the findings to consider how current practice may be improved. This includes working with representatives from those communities targeted by hate crime, through the MPS Hate Crime Diamond Group, in order to better understand the needs of victims and the broader communities.

Alongside this work, MOPAC has commissioned a review of the Victims Code of Practice compliance in London, which is being led by Claire Waxman, and is in the process of re-commissioning victims' services for London. The new Integrated Victims and Witnesses Service will, from 1st April 2019, provide all vulnerable victims (which includes victims with learning disabilities) with a named caseworker. The caseworker will provide advocacy support to those victims pursuing a criminal justice outcome and liaise with relevant agencies on behalf of the victim.

Rise in Hate Crime**Question No: 2018/3345**[Navin Shah](#)

In the aftermath of the Pittsburgh incident, the President of the Board of Jewish Deputies has indicated a surge in race hate crime incidents in America and the UK. The Community Support Trust has said there were 1382 anti-Semitic incidents reported in the UK last year - a rise of 34% over 2016 figures. How are the places of worship supported in London?

Answer for Rise in Hate Crime[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Rise in Hate Crime[The Mayor](#)

Last updated: 21 May, 2019

Keeping Londoners safe is my top priority and this includes ensuring that people can practise their faith freely and safely. The Metropolitan Police Service (MPS) provides protective security advice to all faith communities, including those of the Jewish faith. As you would expect, officers are assessing the risk and threats on a daily basis and will provide additional resources to support communities during High Holy Day periods.

However, the support we can offer using London resources can only go so far without adequate government funding to provide physical security at vulnerable places of worship and I have written to the Home Secretary to raise this very issue.

Willesden Green Station - Staffing**Question No: 2018/3346**[Navin Shah](#)

At a site visit to the station in late October with local residents and Councillors it was pointed out that due to staff shortage local commuters/residents using wheelchair were finding it difficult to access the station. There is no level access between the platform and the train this requires use of a manual ramp. This too is most difficult. Lack of visible and adequate staff is having detrimental impact on the use of this station particularly for disabled, elderly and infirm people. Can the Mayor instruct Transport for London to look into this?

Willesden Green Station - Staffing[The Mayor](#)

Last updated: 30 November, 2018

Willesden Green Station, unfortunately, does not have step-free access, so wheelchair users are not able to access the platforms from street level and/or from platform to street level. There is a manual boarding ramp available at platform level to assist customers on and off a

train if a train is terminating at Willesden Green or if anyone using a wheelchair needs to change between the northbound and southbound platforms.

Transport for London (TfL) has processes in place to assist customers with mobility needs to use its transport services as easily as possible. Details of those can be found at <https://tfl.gov.uk/transport-accessibility>.

Wheelchair users who require assistance boarding trains can speak to staff at their departure station, who will check their destination and ask if assistance will be needed there. If so, staff will contact colleagues at the destination station to ensure that assistance is waiting on arrival. Help Points are also provided on all platforms which puts customers in contact with a staff member.

TfL is developing an app to improve the journey experience for those customers requiring assistance. This will be launched in early 2019.

Station staff at Willesden Green are always available to provide assistance where they are aware that a customer using a wheelchair needs to use the station. They can then make the manual boarding ramp available when the customer arrives.

Toilets on Jubilee Line Stations (Brent)

Question No: 2018/3347

[Navin Shah](#)

It has been brought to my attention by a local Ward Councillor that on a number of stations on Jubilee line stations in Brent toilet facilities are very poor. On some stations there are signs saying the toilets are closed due to vandalism, but these signs have been there for months. When will Transport for London be bringing the toilets back into use on the Jubilee line?

Toilets on Jubilee Line Stations (Brent)

[The Mayor](#)

Last updated: 30 November, 2018

Unfortunately, there is a history of anti-social behaviour at all the Jubilee line stations in Brent (Dollis Hill, Kilburn, Neasden, Queensbury & Willesden Green).

Transport for London (TfL) tried to mitigate against this by introducing a 20p charge for using the toilets, but the toilets were still being misused and there have been further cases of vandalism.

All toilets are currently available for use and customers who wish to use the toilets can speak to a member of staff to gain access. TfL has recently improved signage to help customers with this and station staff have been briefed and will be reminded to provide customers with assistance.

Willesden Green Station - Toilets**Question No: 2018/3348**[Navin Shah](#)

It has been brought to my attention by a local Ward Councillor that the station does not have the benefit of a toilet facilities. If you ask a member of staff at Willesden Green they may open the toilet. Surely this is not acceptable?

Willesden Green Station - Toilets[The Mayor](#)

Last updated: 30 November, 2018

Please refer to my answer for Mayor's Question 2018/3347

Kensal Corridor**Question No: 2018/3349**[Navin Shah](#)

Public consultation for the Kensal Corridor Concept Scheme in February 2018 indicated over 80% of support from respondents but concerns were expressed about loss of parking, buses/ bus stands within Station Terrace, as well as how the scheme will address the volume of traffic and associated negative impacts on the corridor including air quality. Funding for the scheme was agreed in principle by Transport for London and Transport for London board, approval was expected in this summer. Can you please give me a full update on the scheme and how it is progressing in conjunction with Brent Council?

Kensal Corridor[The Mayor](#)

Last updated: 30 November, 2018

The London Borough of Brent, which carried out the public consultation, is leading this project and is currently reviewing the detailed consultation responses. Transport for London officers are working closely with borough officers to develop the scheme further, with meetings planned in the coming months to discuss funding arrangements and progression of the scheme.

Poor State of Staples Corner Roundabout & Flyovers**Question No: 2018/3350**[Navin Shah](#)

A Brent Councillor has approached me with strong criticism of the state of the flyover and roundabout areas to what is an important gateway to Wembley/Brent and Barnet. Large areas at the junction(s) are very poorly maintained, littered with rubbish and overgrown with weeds and shrubs. Transport for London has been approached about this but there's no resultant follow up. Can a site visit be arranged with Transport for London?

Poor State of Staples Corner Roundabout & Flyovers

[The Mayor](#)

Last updated: 30 November, 2018

A scheduled weed spraying of this area took place in the week commencing 19 November 2018. Once the weed killer has taken effect, dead weeds will be removed. The shrub beds are tended four times a year and were last visited on 16 October 2018. Transport for London (TfL) is currently agreeing the weed spraying programme for 2018 -2019 and will be happy to share this once confirmed.

TfL is aware of the littering issue. The responsibility to remove litter is covered by the Environmental Protection Act 1990 and falls to the local borough. I have asked TfL to discuss this with the local authority.

TfL is happy to meet with you on site and will contact you to make the necessary arrangements.

Streatfield Road, Kenton Harrow- Pedestrian Crossing**Question No: 2018/3351**[Navin Shah](#)

Local residents in Kenton have pointed out a need for safe signalled pedestrian crossing on Streatfield Road adjacent 114 bus stop near the junction of Kenton Lane & Streatfield Road. Can Transport for London assist with this?

Answer for Streatfield Road, Kenton Harrow- Pedestrian Crossing[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Streatfield Road, Kenton Harrow- Pedestrian Crossing[The Mayor](#)

Last updated: 27 December, 2018

The London Borough of Harrow (LBH) is the highway authority for Streatfield Road in Kenton. Through Local Implementation Plans, funded mostly by Transport for London (TfL), boroughs are empowered to plan and deliver measures to reduce risk on their roads through engineering schemes and communications and behaviour change programmes. LBH delivers such programmes on a prioritised basis every year, in consultation with local residents and residents groups. TfL is encouraging the boroughs, including LBH, to prioritise spending on the basis of road danger at locations such as Streatfield Road, rather than through a history of collisions or casualties.

I understand that following a previous review of this section of Streatfield Road, LBH has installed pedestrian islands which incorporate dropped kerbs and tactile paving, in order to help pedestrians access the bus stop in Streatfield Road. This provides some additional protection for pedestrians by reducing the distance they have to cross in one movement.

TfL is likely to be providing LBH with well over £1m in 19/20 as part of their Local Implementation Plan (LIP) funding submission in order to improve provision for sustainable modes and will ask it to review whether the pedestrian provision already implemented on Streatfield Road is adequate in light of the local resident concerns.

Bus Stop outside Wealdstone Baptist Church, High Street, Wealdstone Harrow

Question No: 2018/3352

[Navin Shah](#)

Local residents have called for a bus shelter for the northbound buses at the existing bus stop outside the Church serving northbound bus routes. Can Transport for London assist with this?

Answer for Bus Stop outside Wealdstone Baptist Church, High Street, Wealdstone Harrow

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Bus Stop outside Wealdstone Baptist Church, High Street, Wealdstone Harrow

[The Mayor](#)

Last updated: 07 December, 2018

Please refer to my response for Mayor's Question 2018/1231. This answer refers to both northbound and southbound bus stops at this location.

NHS Bed Closure Plans - Impact of Brexit

Question No: 2018/3353

[Navin Shah](#)

Due to unprecedented level of demand in London on the NHS, bed closure plans have been dropped but a staffing crisis is looming after Brexit. EU nationals make up 11.2 % of NHS workforce in London and 13% social care posts. Since the Brexit referendum numbers of EU nurses joining the NHS register has fallen some 87%. What role can the Mayor play to avert this real crisis situation?

Answer for NHS Bed Closure Plans - Impact of Brexit

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

NHS Bed Closure Plans - Impact of Brexit

[The Mayor](#)

Last updated: 27 December, 2018

Planning for Brexit is a matter for leadership by national government.

I remain concerned about the potential impact of a 'no deal' Brexit on the capital and have asked the London Resilience Forum to assess the risks to the capital.

In terms of health and social care staff, Health Education England and the London Workforce Board are developing a London Brexit Dashboard to monitor the situation, and are working with London's NHS trusts on mitigation measures for a range of potential Brexit scenarios.

Many trusts across London have confirmed they will reimburse EU staff applying for settled status to live in the UK after Brexit.

Food and fuel poverty

Question No: 2018/3355

[Fiona Twycross](#)

How does your Fuel Poverty Action Plan help those experiencing food poverty, and who may not have the fuel to cook provisions received at food banks?

Food and fuel poverty

[The Mayor](#)

Last updated: 07 December, 2018

I have been working with a number of London boroughs on Food Poverty Action Plans, which includes highlighting the close correlation between Londoners at risk of food poverty also being at risk of fuel poverty. For example, the London Borough of Waltham Forest made this link in their Food Poverty Action Plan, published in September. I shall continue to publicise the importance of this issue.

My Fuel Poverty Support Fund is also supporting the rollout of existing borough fuel poverty advice and referral networks and these services have held drop-in sessions at a number of food banks across London. One of the borough services I am funding, SHINE, has also presented on the subject at food poverty events this summer in Islington and Southwark. This has raised awareness of the issues amongst frontline practitioners and promoted the assistance available.

Answer for Food and fuel poverty

[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Gig economy**Question No: 2018/3356**[Fiona Twycross](#)

Following MQ 2018/1845, is there an update on your meeting with the Secretary of State for Business, Energy and Industrial Strategy on bringing forward solutions to problems in the “gig economy”?

Answer for Gig economy[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Gig economy[The Mayor](#)

Last updated: 22 January, 2019

I would like to see faster progress on the implementation of a number of the recommendations from the Matthew Taylor Review. The Government is dragging their feet. I will update you when the Secretary of State has set out his proposed way forward.

Self-employed Londoners (1)**Question No: 2018/3357**[Fiona Twycross](#)

Can you provide the number of Londoners identified as self-employed and what proportion of London’s labour market does this equal, annually from 2016 to present?

Answer for Self-employed Londoners (1)[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Self-employed Londoners (1)[The Mayor](#)

Last updated: 07 December, 2018

According to the latest estimates from the ONS Annual Population Survey there were approximately 870,000 London residents aged 16 and over who identified as self-employed in the 12 months to June 2018. This was equal to 18.6% of all London residents aged 16+ in employment. The table below sets out the relevant data from 2016 to present.

Number and percentage of self-employed London residents aged 16 and over

| | Number (000s) | % in employment |
|-----------------------|----------------------|------------------------|
| July 2016 – June 2017 | 882 | 19.3% |

| | | |
|----------------------|-----|-------|
| Oct 2016 – Sept 2017 | 866 | 18.8% |
| Jan 2017 – Dec 2017 | 883 | 19.1% |
| Apr 2017 – Mar 2018 | 866 | 18.6% |
| Jul 2017 – Jun 2018 | 870 | 18.6% |

Source: ONS, Annual Population Survey

Self-employed Londoners (2)

Question No: 2018/3358

[Fiona Twycross](#)

How many self-employed Londoners, by numbers and percentage, earn less than the London Living Wage?

Answer for Self-employed Londoners (2)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Self-employed Londoners (2)

[The Mayor](#)

Last updated: 22 January, 2019

Since 2004, self-employment in London has grown at twice the rate of jobs with a single employer and lower paid occupations have seen the fastest rates of growth in self-employment. However, it isn't possible to provide figures earning less than the London Living Wage.

Self-employed Londoners (3)

Question No: 2018/3359

[Fiona Twycross](#)

What discussions have you had with the Living Wage Foundation about helping self-employed Londoners to receive the London Living Wage?

Answer for Self-employed Londoners (3)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Self-employed Londoners (3)

[The Mayor](#)

Last updated: 22 January, 2019

I have not had specific discussions with the Living Wage Foundation about this. However, for the purposes of Living Wage accreditation self-employed workers who work for an accredited Living Wage employer for more than two hours for eight consecutive weeks must be paid the Living Wage. I will continue to do what I can to help these workers by supporting the Living Wage campaign and promoting the living wage to businesses.

Careers guidance

Question No: 2018/3360

[Fiona Twycross](#)

Can you provide an update on progress of your all-age careers guidance offer?

Careers guidance

[The Mayor](#)

Last updated: 07 December, 2018

My “Careers for Londoners” Action Plan was published on Friday 23 November, to align with my visit to Skills London. The plan sets out my vision for a step change in careers provision in London, detailing what City Hall will do to help realise this vision and better co-ordinate the provision of careers support in London.

To support schools to enhance their careers activity I have invested £4m of London’s European Social Fund allocation into creating new Careers Clusters, and £1.4m of City Hall funds on tripling the size of the London Enterprise Adviser Network.

I also called on the government to reverse its cuts to the National Careers Service in London and to devolve responsibility for adult careers services to City Hall.

Answer for Careers guidance

[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Access to toilets (1)

Question No: 2018/3361

[Fiona Twycross](#)

With the number of public toilets declining across the UK, do you support the British Toilet Association’s campaign “Use Our Loos” to encourage businesses to make their toilets available to non-customers?

Answer for Access to toilets (1)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Access to toilets (1)[The Mayor](#)

Last updated: 12 March, 2019

Toilets are a vital public service. They can help to shape the experience of the capital for those who live here and for those visiting. Schemes that encourage businesses to make their toilets freely available to non-paying customers are welcomed and supported by the GLA. I would like to encourage businesses to ensure that the toilets they make available are suitable for as many people as possible including disabled people, families with young children and people of all gender identities.

Access to toilets (2)**Question No: 2018/3362**[Fiona Twycross](#)

What action can be taken to increase access to public toilets in London?

Answer for Access to toilets (2)[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Access to toilets (2)[The Mayor](#)

Last updated: 12 March, 2019

Public toilets are a key element of the social infrastructure that Londoners and visitors to the city rely on.

Policy S6 in my new London Plan aims to increase the provision of free publicly accessible toilets in London. The policy requires large-scale developments that are open to the public (such as shops, leisure and health facilities, transport hubs, and civic buildings) to provide and manage free publicly-accessible toilets. These should be suitable for a range of users including disabled people, families with young children, and people of all gender identities. In certain cases, it requires the provision of 'changing places toilets' for the use of people with profound and multiple impairments and their carers.

We would encourage businesses to make their toilets available to non-paying customers, and ensure they are suitable for all Londoners.

Access to toilets (3)**Question No: 2018/3363**

Fiona Twycross

Access to toilets is important for a wide range of Londoners, but particularly those with a disability or condition, older Londoners or children. How can public toilets or businesses allowing access to their toilets be better publicised?

Answer for Access to toilets (3)

The Mayor

Last updated: 28 November, 2018

Officers are drafting a response

Access to toilets (3)

The Mayor

Last updated: 12 March, 2019

Public toilets are especially important for certain groups including disabled people, older people, people with babies and young children, and pregnant women. In recognition of this, my new London Plan requires certain development proposals to provide and secure the future management of these facilities which are suitable for a range of users, including disabled people, families with young children, and people of all gender identities, and in certain cases the provision of 'changing places' toilets for the use of people with profound and multiple impairments and their carers.

I encourage local authorities and businesses that provide publicly accessible toilets, or that are allowing toilets to be freely used, to promote the availability and type of facilities via existing mapping and information services.

To help passengers find public toilets on its network, Transport for London has published a map showing the location of facilities. The map is available here:
<https://tfl.gov.uk/maps/track/tube> or <http://content.tfl.gov.uk/toilets-map.pdf>

London Living Wage by sector (1)**Question No: 2018/3364**

Fiona Twycross

In 2017/18, how many Londoners were paid less than the London Living Wage? Can this be broken down by sector?

Answer for London Living Wage by sector (1)

The Mayor

Last updated: 07 December, 2018

Officers are drafting a response

London Living Wage by sector (1)

The Mayor

Last updated: 10 December, 2018

ONS recommends that earnings calculations for analysis of the effects of the London Living Wage use the Annual Survey of Hours and Earnings (ASHE). The latest available ASHE data show that in April 2018 (when the London Living Wage was £10.20) around 20.4% or 875,000 employee jobs in London (held by those aged 18 or over) had hourly earnings below the London Living Wage.

The attached table sets out the breakdown by sector in London. It should be noted that these figures are calculated on a workplace basis – they refer to employee jobs based in London, rather than jobs held by London residents only.

London Living Wage by sector (2)

Question No: 2018/3365

[Fiona Twycross](#)

In 2017/18, how many Londoners were paid at least the London Living Wage? Can this be broken down by sector

Answer for London Living Wage by sector (2)

[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

London Living Wage by sector (2)

[The Mayor](#)

Last updated: 10 December, 2018

ONS recommends that earnings calculations for analysis of the effects of the London Living Wage use the Annual Survey of Hours and Earnings (ASHE). The latest available ASHE data show that in April 2018 (when the London Living Wage was £10.20) around 79.6% or 3.4 million employee jobs in London (held by those aged 18 or over) had hourly earnings at or above the London Living Wage.

The attached table sets out the breakdown by sector in London. It should be noted that these figures are calculated on a workplace basis – they refer to employee jobs based in London, rather than jobs held by London residents only.

London Living Wage by borough (1)

Question No: 2018/3366

[Fiona Twycross](#)

In 2017/18, how many Londoners were paid less than the London Living Wage? Can this be broken down by borough?

Answer for London Living Wage by borough (1)

[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

London Living Wage by borough (1)

[The Mayor](#)

Last updated: 10 December, 2018

ONS recommends that earnings calculations for analysis of the effects of the London Living Wage use the Annual Survey of Hours and Earnings (ASHE). The latest available ASHE data show that in April 2018 (when the London Living Wage was £10.20) around 20.4% or 875,000 employee jobs in London (held by those aged 18 or over) had hourly earnings below the London Living Wage.

The attached table sets out the breakdown by London borough and City of London. It should be noted that these figures are calculated on a workplace basis – they refer to employee jobs based in London, rather than jobs held by London residents only.

London Living Wage by borough (2)

Question No: 2018/3367

[Fiona Twycross](#)

In 2017/18, how many Londoners were paid at least the London Living Wage? Can this be broken down by borough?

Answer for London Living Wage by borough (2)

[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

London Living Wage by borough (2)

[The Mayor](#)

Last updated: 10 December, 2018

ONS recommends that earnings calculations for analysis of the effects of the London Living Wage use the Annual Survey of Hours and Earnings (ASHE). The latest available ASHE data show that in April 2018 (when the London Living Wage was £10.20) around 79.6% or 3.4 million employee jobs in London (held by those aged 18 or over) had hourly earnings at or above the London Living Wage.

The attached table sets out the breakdown by London borough and City of London. It should be noted that these figures are calculated on a workplace basis – they refer to employee jobs based in London, rather than jobs held by London residents only.

London Living Wage and gender (1)**Question No: 2018/3368**[Fiona Twycross](#)

In 2017/18, how many Londoners were paid less than the London Living Wage? Can this be broken down by gender?

Answer for London Living Wage and gender (1)[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

London Living Wage and gender (1)[The Mayor](#)

Last updated: 07 December, 2018

ONS recommends that earnings calculations for analysis of the effects of the London Living Wage use the Annual Survey of Hours and Earnings (ASHE). The latest available ASHE data show that in April 2018 (when the London Living Wage was £10.20) around 20.4% or 875,000 employee jobs in London (held by those aged 18 or over) had hourly earnings below the London Living Wage.

The table below sets out the breakdown by gender in London. It should be noted that these figures are calculated on a workplace basis – they refer to employee jobs based in London, rather than jobs held by London residents only.

Percentage and number of employee jobs in London paid less than the London Living Wage, held by those aged 18 or over, by gender, 2018

| Sex | Percentage of employee jobs | Number of employee jobs |
|---------------|------------------------------------|--------------------------------|
| Male | 17.1 | 386,000 |
| Female | 24.0 | 489,000 |
| All employees | 20.4 | 875,000 |

Source: Annual Survey of Hours and Earnings (2018 provisional), ONS

London Living Wage and gender (2)**Question No: 2018/3369**[Fiona Twycross](#)

In 2017/18, how many Londoners were paid at least the London Living Wage? Can this be broken down by gender?

Answer for London Living Wage and gender (2)[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

London Living Wage and gender (2)

[The Mayor](#)

Last updated: 07 December, 2018

ONS recommends that earnings calculations for analysis of the effects of the London Living Wage use the Annual Survey of Hours and Earnings (ASHE). The latest available ASHE data show that in April 2018 (when the London Living Wage was £10.20) around 79.6% or 3.4 million employee jobs in London (held by those aged 18 or over) had hourly earnings at or above the London Living Wage.

The table below sets out the breakdown by gender in London. It should be noted that these figures are calculated on a workplace basis – they refer to employee jobs based in London, rather than jobs held by London residents only.

Percentage and number of employee jobs in London paid at or above the London Living Wage, held by those aged 18 or over, by gender, 2018

| Sex | Percentage of employee jobs | Number of employee jobs |
|---------------|------------------------------------|--------------------------------|
| Male | 82.9 | 1,871,000 |
| Female | 76.0 | 1,549,000 |
| All employees | 79.6 | 3,414,000 |

Source: Annual Survey of Hours and Earnings (2018 provisional), ONS

London Living Wage and ethnicity (1)

Question No: 2018/3370

[Fiona Twycross](#)

In 2017/18, how many Londoners were paid less than the London Living Wage? Can this be broken down by ethnicity?

Answer for London Living Wage and ethnicity (1)

[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

London Living Wage and ethnicity (1)

[The Mayor](#)

Last updated: 07 December, 2018

ONS recommends that earnings calculations for analysis of the effects of the London Living Wage use the Annual Survey of Hours and Earnings. The latest published data is for April 2018 when the London Living Wage was £10.20.

ONS estimates that, in April 2018, 20.4% or 875,000 employee jobs in London (held by those aged 18 and over) had hourly earnings below the London Living Wage. Unfortunately, information on ethnicity is not included in ASHE so this breakdown is not possible.

London Living Wage and ethnicity (2)

Question No: 2018/3371

[Fiona Twycross](#)

In 2017/18, how many Londoners were paid less than the London Living Wage? Can this be broken down by ethnicity?

Answer for London Living Wage and ethnicity (2)

[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

London Living Wage and ethnicity (2)

[The Mayor](#)

Last updated: 07 December, 2018

ONS recommends that earnings calculations for analysis of the effects of the London Living Wage use the Annual Survey of Hours and Earnings. The latest published data is for April 2018 when the London Living Wage was £10.20.

ONS estimates that in April 2018 20.4% or 875,000 employee jobs in London (held by those aged 18 or over) had hourly earnings below the London Living Wage. Unfortunately, information on ethnicity is not included in ASHE so this breakdown is not possible.

Healthy Start vouchers (1)

Question No: 2018/3372

[Fiona Twycross](#)

What is the current uptake of Healthy Start Vouchers in London? Can this be broken down by borough?

Answer for Healthy Start vouchers (1)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Healthy Start vouchers (1)

[The Mayor](#)

Last updated: 27 December, 2018

Research recently published by food and farming charity Sustain showed that over 30% of Healthy Start vouchers are not being claimed in London with an average uptake rate of 63.8% across all 33 boroughs. A breakdown of the data by borough shows that uptake rates range from 53% to 77%, and that in total over 22,000 eligible households are missing out on over £5.5m worth of vouchers. By participating in my Healthy Early Years London programme, early years settings will encourage more families to take up Healthy Start vouchers

Healthy Start vouchers (2)

Question No: 2018/3373

[Fiona Twycross](#)

There have been reports of retailers refusing to accept Healthy Start Vouchers in London due to misinformation. Is there any action that you can take to promote Healthy Start Vouchers and ensure that London's retailers accept them?

Answer for Healthy Start vouchers (2)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Healthy Start vouchers (2)

[The Mayor](#)

Last updated: 27 December, 2018

This year's Beyond the Food Bank report, which I support through my Food Programme, identified a wide range of reasons for low uptake rates. Increasing uptake can improve health and support new families on low incomes so my draft London Food Strategy set a target of 80% uptake for London. We have convened a working group to assess the barriers to uptake, share best practice and develop a coordinated response to the Department of Health and Social Care consultation on the scheme. Through my London Food Board and London Markets Board, I will also encourage more retailers to accept Healthy Start vouchers

River Thames - oyster beds

Question No: 2018/3374

[Fiona Twycross](#)

A constituent has asked me if plans for cleaning up the River Thames could include reintroducing oyster beds, and if so within what timeframe would this be possible?

River Thames - oyster beds

[The Mayor](#)

Last updated: 30 November, 2018

Although oysters were once a cheap and plentiful food source for Londoners, they were primarily sourced from oyster beds along the Thames estuary in Kent and Essex. These beds declined as the estuary became polluted. As a result of improvements to river water quality, oyster beds have been re-introduced into river estuaries in Essex and around the Kent coast. The River Thames in Greater London is too heavily modified, and the tidal flow too strong, to allow for the establishment of oyster beds.

Asthma in London (1)

Question No: 2018/3375

[Fiona Twycross](#)

London has the worst rates for hospital admissions in London. What conversations are you having with London's NHS Trusts to support Londoners with asthma?

Answer for Asthma in London (1)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Asthma in London (1)

[The Mayor](#)

Last updated: 27 December, 2018

I recently endorsed Healthy London Partnership's annual #AskAboutAsthma campaign, which supports London's health and care professionals reduce hospital admission by ensuring every child or young person with asthma: i) has an asthma management plan; ii) knows how to use their inhalers; and iii) has an annual asthma review. The campaign also included an air pollution reduction toolkit for NHS Trusts.

The recently launched London Severe Asthma Network will link up all tertiary centres with other networks and foster partnership working. This work is supported by an asthma implementation group which has representation from acute NHS Trusts.

Asthma in London (2)

Question No: 2018/3376

[Fiona Twycross](#)

Asthma is more prevalent in areas of deprivation and people living with asthma in more deprived areas have a greater chance of ending up in hospital because of their asthma. How are your health inequalities policies helping Londoners with asthma?

Answer for Asthma in London (2)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Asthma in London (2)[The Mayor](#)

Last updated: 27 December, 2018

Asthma is often linked to air pollution, so my environment and health inequalities strategies set out what I am doing to clean up London's toxic air. I have already introduced the Toxicity charge in central London, delivered seven Low Emission Bus Zones and stopped licensing new diesel taxis. But we need to go further which is why I am introducing the Ultra Low Emission Zone in central London in April 2019 and then will expand it up to the North/South circular in October 2021. I will also apply the ULEZ standards to buses, coaches and lorries across the whole of London. I want the quickest progress to be made in the most polluted places and in areas of deprivation, benefitting people most vulnerable to the effects of air pollution, including children. I also provide information on periods of moderate, high and very high pollution to schools and vulnerable Londoners through airTEXT and my air quality alerts system.

I am also making it easier, including through the healthy streets approach and my sports strategy, for everyone to take more exercise, and I support collaborative work to prevent smoking.

Finally, I also support the extensive work being undertaken on children and young people's asthma by the Healthy London Partnership.

Broadwater Farm, Haringey**Question No: 2018/3377**[Andrew Boff](#)

Will you require a ballot of residents prior to the demolition of the Tangmere and Northolt blocks?

Answer for Broadwater Farm, Haringey[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Broadwater Farm, Haringey[The Mayor](#)

Last updated: 27 December, 2018

Please see my response to Mayor's Question 2018/3010

100 Avenue Road (1)**Question No: 2018/3378**[Andrew Boff](#)

Further to question 2018/2627, please provide the detailed assessments of the impact of the 100 Avenue Road development on the Swiss Cottage Open Space and Swiss Cottage residents and any mitigation planned.

100 Avenue Road (1)[The Mayor](#)

Last updated: 28 November, 2018

The London Borough of Camden is the planning authority for 100 Avenue Road development and is therefore responsible for detailed assessments of the impact of the 100 Avenue Road development on the Swiss Cottage Open Space and Swiss Cottage residents and any mitigation planned.

100 Avenue Road (2)**Question No: 2018/3379**[Andrew Boff](#)

Further to question 2018/2627, please provide justification that the plan to simultaneously construct CS11 and 100 Avenue Road will reduce the overall impact on the transport network when specifically considering the negative impacts on the Swiss Cottage Open Space and Swiss Cottage residents.

100 Avenue Road (2)[The Mayor](#)

Last updated: 28 November, 2018

Constructing 100 Avenue Road and CS11 simultaneously would shorten the overall works duration by 18 months, reducing overall disruption to Swiss Cottage residents and maintaining provision of bus stops outside Swiss Cottage Underground Station.

100 Avenue Road (3)**Question No: 2018/3380**[Andrew Boff](#)

What assessment has been completed of the benefits of using the TLRN York Road SE1 for the development of the Shell Centre and has a similar design has been considered for the use of the A41 for the construction of 100 Avenue Road?

100 Avenue Road (3)[The Mayor](#)

Last updated: 30 November, 2018

Transport for London's (TfL's) assessment of the works at York Road concluded that the most practical and logical way of managing construction vehicles to and from this development was through the provision of a 'pit lane' on the Transport for London Road Network (TLRN).

TfL continues to support the use of the TLRN for access to the 100 Avenue Road development during construction and, similarly to York Road, a pit lane for construction vehicles is proposed. Every construction site poses unique challenges for which we advise tailored solutions. TfL has provided extensive advice to the 100 Avenue Road developers in the creation of its construction logistics plan.

100 Avenue Road (4)

Question No: 2018/3381

[Andrew Boff](#)

How does the 100 Avenue Road development comply with Transport for London guidance concerning construction traffic and its potential detrimental impact on schools, pedestrian areas, markets, pollution effects of reduced air quality, and vibration?

100 Avenue Road (4)

[The Mayor](#)

Last updated: 30 November, 2018

Transport for London (TfL), in its role as the strategic authority for London's walking, cycling, public transport and highway networks, advised Camden Councillors at the Planning Committee on November 15 that construction of the 100 Avenue Road development could proceed safely based on the latest submitted Construction Management Plan (CMP) with disruption to pedestrians, cyclists, public transport passengers and the Transport for London Road Network (TLRN) appropriately mitigated.

This is contingent on continued positive engagement with TfL by the applicant and the borough and, in particular, on the commitment in the CMP for all construction vehicle movements to take place between 9.30am and 4.30pm, outside periods of peak travel congestion.

Royal Wharf

Question No: 2018/3382

[Andrew Boff](#)

What are you doing to end the social segregation in your scheme at Royal Wharf?

Royal Wharf

[The Mayor](#)

Last updated: 28 November, 2018

Please see my response to Mayor's Question 2018/3077.

European Programmes Management Unit**Question No: 2018/3384**[Andrew Boff](#)

What proportion of the £3.4 million allocated to the European Programmes Management Unit as set out in MD1583 and MD1613 will be used for publicity?

European Programmes Management Unit[The Mayor](#)

Last updated: 28 November, 2018

The £3.4m referenced in the question is presumed to relate to the £1.82m European Social Fund (ESF) Technical Assistance (TA) and £1.57m European Regional Development Fund (ERDF) 2019-23 TA applications agreed in MD2374. Most of this funding will be used to reclaim the cost of European Programmes Management Unit team salaries from 2019.

Both ERDF and ESF programmes are England-wide, so programme publicity is the responsibility of the ERDF and ESF Managing Authorities (the Ministry of Housing, Communities and Local Government and Department of Work and Pensions).

VRU 1**Question No: 2018/3386**[Andrew Boff](#)

What are the governance arrangements for the Violence Reduction Unit?

VRU 1[The Mayor](#)

Last updated: 28 November, 2018

The VRU Group is currently in mobilisation and is working within established governance frameworks across MOPAC, the GLA and the wider partners.

We have established a Partnership Reference Group which comprises members from across the CJS (Police and Probation) as well as health, education and local authorities.

This Group will steer work priorities and resources of the VRU during mobilisation.

The LCRB will endorse the strategic direction of travel and future delivery plans for the VRU.

VRU 2**Question No: 2018/3387**[Andrew Boff](#)

Which specialists make up the Violence Reduction Unit?

Answer for VRU 2

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

VRU 2[The Mayor](#)

Last updated: 07 December, 2018

The VRU is in the process of being established. In setting it up we are drawing on the expertise of partners and learning the lessons of Scotland, building it as it mobilises.

Our recruitment campaign for the Director VRU is founded on the need for actual experience and expertise relevant to the VRU i.e. CJS, health, education and local police authorities.

The reference group is made up of representatives from across MOPAC, the GLA, CJS (Police and Probation) as well as health, education and local authorities, and voluntary sector.

VRU 3**Question No: 2018/3388**[Andrew Boff](#)

How are local authorities included in the Violence Reduction Unit?

Answer for VRU 3[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

VRU 3[The Mayor](#)

Last updated: 07 December, 2018

VRU is being mobilised and in this phase we have our Partnership Reference Group comprises a number of representatives of London councils including Carolyn Downs, Chief Executive of Brent Council, London Councils Executive Lead for Crime and Public Protection and John O'Brien Chief Executive of London Councils.

These Local Authority leaders have a mandate from London Councils to represent local authority interests and priorities to inform the mobilisation and design of the VRU.

They will be actively involved in workshops and working groups as well as the recruitment of the VRU Director.

VRU 4**Question No: 2018/3389**[Andrew Boff](#)

How are the third sector included in the Violence Reduction Unit?

Answer for VRU 4[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

VRU 4[The Mayor](#)

Last updated: 22 January, 2019

We have established a Partnership Reference Group which includes representation from the community and the third sector. We will also involve in this cohort thematic working groups to help us solve the difficult problem of reducing violence from a public health perspective which will increase the opportunity for the Third Sector to inform and influence the scope and deployment of the VRU.

VRU 5**Question No: 2018/3390**[Andrew Boff](#)

What are the KPIs have been established for the Violence Reduction Unit?

Answer for VRU 5[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

VRU 5[The Mayor](#)

Last updated: 22 January, 2019

We are working on developing a performance framework which will set out our KPI's and measures for success. This forms a key deliverable for mobilisation. Established KPI's for reducing violence across the Met and other partners will be aligned to the KPIs for the VRU to inform the public health strategy to reducing violence in the capital.

VRU 6**Question No: 2018/3391**[Andrew Boff](#)

How much will the head of the Violence Reduction Unit get paid and what will be their weekly working hours?

Answer for VRU 6[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

VRU 6[The Mayor](#)

Last updated: 22 January, 2019

The Violence Reduction Unit Director has been advertised at a salary of £116k per annum. The VRU Director will be expected to work the standard contracted hours for a director within MOPAC which is 36 hours per week (not including breaks).

They may be required to work additional hours to meet the needs of the business.

Violence Taskforce**Question No: 2018/3392**[Andrew Boff](#)

On 2nd October you stated that the Violent Crime Taskforce has made 'over 1,300 arrests'. What is the current number of arrests and how many for these have been charged, issued with a caution and NFA? Please also list other outcomes

<https://www.london.gov.uk/city-hall-blog/violent-crime-task-force-makes-...>

Answer for Violence Taskforce[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Violence Taskforce[The Mayor](#)

Last updated: 25 June, 2019

The Violent Crime Task Force (VCTF) has made 1,069 arrests since its creation in April 2018. The quoted figure of "over 1300 arrests" included other assets that was aligned to the VCTF, such as the daily Police Support Unit (PSU) deployments and their activities.

With regards to how many cautions/charges and convictions that followed, this data is not held. The MPS is currently reviewing a system and process to capture this data and is unable to provide this data currently.

Londoners portal**Question No: 2018/3395**[Andrew Boff](#)

Will you be developing an African Londoners portal, an Asian Londoners portal and an American Londoners portal?

Londoners portal[The Mayor](#)

Last updated: 28 November, 2018

A specific hub with information for EU Londoners is necessitated by Brexit – EU citizens will see a change in their immigration status. The end of Freedom of Movement as we know it today is the biggest change in immigration policy in a generation. It will directly and immediately impact more than 1 million EU Londoners and their families who will need to apply for a new residence status to stay in the UK. I will do everything in my power to ensure that the right information and support reaches EU Londoners. The Windrush scandal was a salutary lesson in what can happen when people do not have this information and support.

This sits alongside my wider work to support other groups of Londoners. For example, through the Citizenship and Integration Initiative, I have launched an online guide on London.gov for young people in London to help them understand their rights to British citizenship and residence in the UK.

Almost a quarter of Londoners are not British citizens, and thousands of children and young people grow up here without holding British citizenship. I worked with secondees from across civil society to develop a set of resources for young people in this position, and another set for professionals working with these young people.

Council Homes Scheme (1)**Question No: 2018/3396**[Andrew Boff](#)

In your recent announcement on the 'Building Council Homes for Londoners', how many of the council homes in each borough will be directly funded by grant, and how many by Right to Buy receipts or other means?

Answer for Council Homes Scheme (1)[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Council Homes Scheme (1)[The Mayor](#)

Last updated: 27 December, 2018

Appendix A sets out the relevant details relating to my announcement of *Building Council Homes for Londoners* allocations on October 23rd.

Council Homes Scheme (2)

Question No: 2018/3397

[Andrew Boff](#)

What specific facilities are you providing to boroughs to help them use their Right to Buy receipts, over and above what they could already do themselves, to justify inclusion in your statistics for the 'Building Council Homes for Londoners' scheme?

Council Homes Scheme (2)

[The Mayor](#)

Last updated: 28 November, 2018

Through *Building Council Homes for Londoners*, councils may opt in to my new Right to Buy Ringfence Offer. My team developed this innovative approach working closely with council officers. It enables councils to make greater use of their Right to Buy receipts than they would otherwise have been able to, and further detail about how it works is included in part 3 of the *Building Council Homes for Londoners* funding prospectus available at:

https://www.london.gov.uk/sites/default/files/building_council_homes_for_londoners_16_may.pdf

Council Homes Scheme (3)

Question No: 2018/3398

[Andrew Boff](#)

What criteria was used to assess bids for your 'Building Council Homes for Londoners' scheme?

Council Homes Scheme (3)

[The Mayor](#)

Last updated: 28 November, 2018

Details of the criteria used to assess bids for the *Building Council Homes for Londoners* programme are set out in section 5 of the programme prospectus below.

https://www.london.gov.uk/sites/default/files/building_council_homes_for_londoners_16_may.pdf

Council Homes Scheme (4)**Question No: 2018/3399**[Andrew Boff](#)

Which boroughs applied for funding under your 'Building Council Homes for Londoners' scheme but were unsuccessful? How many homes did they each apply for, and at what level of funding?

Answer for Council Homes Scheme (4)[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Council Homes Scheme (4)[The Mayor](#)

Last updated: 27 December, 2018

Below is a summary of bids not taken forward in the initial round of *Building Council Homes for Londoners* allocations announced on October 23rd. They include - schemes about which discussions have continued following the initial allocations; those submitted in error to the system; and those that councils have subsequently asked not to proceed. | Homes | Grant Requested || — | — — | — — — — — || London Borough of Barking and Dagenham | 440 | 12,776,000 || London Borough of Barnet | 34 | 3,328,000 || London Borough of Brent | 100 | 10,000,000 || London Borough of Camden | 195 | 19,500,000 || London Borough of Croydon | 685 | 68,500,000 || London Borough of Enfield | 141 | 10,940,000 || London Borough of Hackney | 820 | 67,600,000 || London Borough of Hammersmith and Fulham | 180 | 10,944,000 || London Borough of Haringey | 214 | 16,294,000 || London Borough of Havering | 1,140 | 98,640,000 || London Borough of Lewisham | 227 | 22,700,000 || London Borough of Redbridge | 100 | 10,000,000 || London Borough of Southwark | 815 | 77,396,000 || London Borough of Sutton | 295 | 27,916,000 || London Borough of Tower Hamlets | 143 | 14,300,000 || London Borough of Wandsworth | 74 | 7,184,000 || Royal Borough of Greenwich | 194 | 19,400,000 || Royal Borough of Kensington and Chelsea | 4 | 400,000 || Royal Borough of Kingston upon Thames | 189 | 18,900,000 | |

Strategic Investment Fund**Question No: 2018/3400**[Gareth Bacon MP](#)

How much of your £112 million Strategic Investment Fund has now been invested and on what projects?

Strategic Investment Fund[The Mayor](#)

Last updated: 28 November, 2018

On 26th September I announced the allocation of £90m of the Strategic Investment Fund to projects across four themes: £60.2m to commercial development in Opportunity Areas;

£14.2m to affordable housing delivery; £6.48m to support local economies and small businesses; and £10.01m to support London's industrial strategy. More information can be found here: <https://www.london.gov.uk/press-releases/mayoral/mayor-unveils-first-investments-under-112m-fund>

At that time I announced the following individual projects as part of the £90m allocation: £5m to boost the Mayor's Good Growth Fund; £1.16m investment in affordable workspaces; and £50k for a study into the impacts and opportunities of Good Growth in London's West End.

I subsequently announced that £10m of this funding would be used to create a Homebuilding Capacity Fund to support councils with the building of new homes: <https://www.london.gov.uk/press-releases/mayoral/mayor-boosts-councils-homebuilding-with-10m-fund>.

Further announcements on individual projects will be made in due course.

Zero emission capable taxis

Question No: 2018/3401

[Gareth Bacon MP](#)

When will you be updating your Key Performance Indicator on the number of zero emission capable taxis licensed in London?

Zero emission capable taxis

[The Mayor](#)

Last updated: 28 November, 2018

The target of 9,000 ZEC taxis by the end of 2020 was agreed by the previous administration with the taxi trade. I am currently reviewing my plans to achieve my Zero Emission Capable target or the equivalent of a 45% reduction in taxi emissions and will update them once this work is complete.

Colour personality test

Question No: 2018/3402

[Gareth Bacon MP](#)

For the £10m spent on a course for Met staff to determine the colour of their personality, what Met budget segment did this come from and how much is this budget annually (please provide the budget for last year, this year and next year)?

Answer for Colour personality test

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Colour personality test

[The Mayor](#)

Last updated: 22 January, 2019

It is absolutely right that the Met invests in the development and skills of its people. The 'Leading for London' programme is a comprehensive training package involving facilitated workshops, coaching, 360 feedback, psychometric tests, access to a digital learning system and, for Superintendents and above, detailed simulation exercises.

This training is being delivered to over 10,300 officers and staff over the year. The figure of £10million is for the entire programme and represents less than £1,000 per officer trained.

The officers and staff of the MPS make difficult decisions in a busy and stressful environment. Good training requires investment and the Met must support and develop its staff to be the best they can be. Effective leadership and training are vital to ensure Londoners get the best service possible.

The funding to deliver Leading for London comes from the wider Met Transformation budget.

PFI contracts**Question No: 2018/3403**[Gareth Bacon MP](#)

For each of the years Nov 15 to Oct 16, Nov 16 to Oct 17 and Nov 17 to Oct 18, how much was spent on PFI contracts?

Answer for PFI contracts[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

PFI contracts[The Mayor](#)

Last updated: 22 January, 2019

| | |
|-------------------------------|--|
| GLA | Nil |
| LLDC | Nil |
| OPDC | Nil |
| MOPAC / MPS | Payments made by MPS against PFI contracts |
| 2015-16 | £29.457m |
| 2016-17 | £30.176m |
| 2017-18 | £30.185m |
| LFB | PROPERTY PFI CONTRACT |
| November 2015 to October 2016 | £4.112m |

November 2016 to October 2017

£5.862m

November 2017 to October 2018

£5.536m

TfL

The data is collected in financial years that run from April to March. The following information is extracted from a submission to HM Treasury dated September 2018.

FY15/16

£181.9m

FY16/17

£188.2m

FY17/18

£193.2m

FY18/19

£156.5m Forecast

*Figure represents aggregate Unitary Charges paid on the following 4 operational PPPs (& does not include any other costs such as TfL staff): A13 Thames Gateway· British Transport Police· Connect· DLR Lewisham

Met vehicle procurement**Question No: 2018/3404**[Gareth Bacon MP](#)

For Met vehicle procurement, by breakdown by vehicle type at what age or mileage they will be replaced, the number of that type of vehicle, the average cost and the average annual mileage of each vehicle type?

Answer for Met vehicle procurement[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Met vehicle procurement[The Mayor](#)

Last updated: 25 June, 2019

The majority of vehicles are procured via the Crown Commercial Services Vehicle Purchase Framework Agreement. By utilising the framework the MPS benefits from being part of a national procurement solution.

| Type | Replacement Age (Months) | Replacement Mileage | Operational Vehicles | Average Capital Cost | Annual Mileage |
|-------------|--------------------------|---------------------|----------------------|----------------------|----------------|
| Motorcycles | 60-72 | 10,000 - 60,000 | 341 | £11,600 | 6,000 |

GREATER LONDON AUTHORITY**LONDON ASSEMBLY**

| | | | | | |
|------|--------|---------------------|-------|---------|--------|
| Cars | 36-180 | 45,000 - 120,000 | 3,260 | £24,400 | 13,700 |
| Vans | 36-180 | 30,000 - 100,000 | 1,100 | £40,00 | 8,700 |
| HGVs | 84-180 | 30,000 - 90,000 | 99 | £66,900 | 5,300 |
| Misc | 72-180 | 10,000 - 75,000 | 128 | £29,900 | 400 |

IR35**Question No: 2018/3405**[Gareth Bacon MP](#)

Since HMRC's IR35 was introduced for the public sector, how many people in the Met have been evaluated as an 'employee'? Has this cost the Met extra money such as tax, pensions and fines?

<https://www.gov.uk/guidance/off-payroll-working-in-the-public-sector-ref...>

Answer for IR35[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

IR35[The Mayor](#)

Last updated: 07 December, 2018

In the run up to the changes in the application of IR35 legislation in early 2017, the Met carried out a review of all agency staff who were engaged as Private Service Companies. A total of 229 posts were reviewed and 106 were deemed to be potentially inside IR35 legislation. These contracts were terminated and, where appropriate, replaced by individuals on normal, employee contracts. Since then we have been working with HMRC and our independent tax advisors to ensure our engagement policies are IR35 compliant. The Met has not incurred any fines as a result of the changes in the application of IR35 legislation. The costs incurred in carrying out the exercise and recruiting into the new roles are difficult to quantify.

Deputy Mayor Events**Question No: 2018/3406**[Gareth Bacon MP](#)

Please can you provide and list of costs and dates of conferences and events attended by the Deputy Mayor for Policing since she took office (in the cost please include the cost of staff/aids attending with her and travel and accommodation)?

Answer for Deputy Mayor Events[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Deputy Mayor Events[The Mayor](#)

Last updated: 12 June, 2019

The Deputy Mayor's attendance at conferences is usually by invitation of the organisers and does not incur a cost. Where expenses are incurred due to her attendance, this is in line with MOPAC policies and published in accordance with the rules. Finance systems do not enable us to identify where costs are incurred directly as a result of conference attendance.

MOPAC Events**Question No: 2018/3407**[Gareth Bacon MP](#)

Please can you provide and list of costs and dates of conferences and events attended by the senior MOPAC staff since May 2016 (in the cost, please include the cost of staff/aids attending with them and travel and accommodation)?

Answer for MOPAC Events[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

MOPAC Events[The Mayor](#)

Last updated: 12 June, 2019

Please see Mayor's Question 2019/3406.

Credit Cards 1**Question No: 2018/3408**[Gareth Bacon MP](#)

Please provide the work issued credit card statements of all MOPAC staff since May 2016?

Credit Cards 1[The Mayor](#)

Last updated: 28 November, 2018

There are no credit cards issued to individual MOPAC staff for work use.

A single corporate card is used to purchase lower value, telephone and internet purchasable goods and services, for travel, accommodation, conferences/training, events costs, etc. and in order to improve the cost effectiveness of MOPAC.

Credit Cards 2**Question No: 2018/3409**[Gareth Bacon MP](#)

Please provide the work issued credit card statements of all Deputy Mayors since May 2016?

Answer for Credit Cards 2[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Credit Cards 2[The Mayor](#)

Last updated: 22 January, 2019

There are no GLA credit cards issued to Deputy Mayors.

Met Audits**Question No: 2018/3410**[Gareth Bacon MP](#)

Please can you provide the last two Met audit reports?

Met Audits[The Mayor](#)

Last updated: 28 November, 2018

The last 2 external audit reports on the MPS can be found at <https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/about-mayors-office-policing-and-crime-mopac/our-finances>

Transport for London adverts (1)**Question No: 2018/3411**[Gareth Bacon MP](#)

How many individual adverts relating to the People's Vote have ever been on the Transport for London network, and how much does this equate to in foregone advertising revenue for Transport for London.

Transport for London adverts (1)[The Mayor](#)

Last updated: 28 November, 2018

The People's Vote has run one campaign on the Transport for London advertising estate. This was a one day campaign on the 18 October, which featured on 11 digital escalator panel runs and 50 LCD screens across the network.

As is the case with other commercial advertising on the TfL advertising estate, The People's Vote paid the full commercial rate for this campaign. There was no foregone advertising revenue as they paid the full commercial rate.

Transport for London adverts (2)**Question No: 2018/3412**[Gareth Bacon MP](#)

How many individual adverts relating to Brexit have ever been on the Transport for London network, and how much does this equate to in foregone advertising revenue for Transport for London.

Transport for London adverts (2)[The Mayor](#)

Last updated: 28 November, 2018

There have been three advertising campaigns on the Transport for London network that make reference to Brexit. A campaign by Sum Of Us, a campaign by Delta Capital and a campaign by The People's Vote. All three paid the full commercial rate for these campaigns.

Transport for London adverts (3)**Question No: 2018/3413**[Gareth Bacon MP](#)

Please list any further advertising planned on the Transport for London network in relation to Brexit and the People's Vote.

Transport for London adverts (3)[The Mayor](#)

Last updated: 28 November, 2018

There is currently one advertising campaign going through TfL's copy approval process that makes reference to Brexit. This will be judged against TfL's advertising policy. TfL has no knowledge of future campaigns from the People's Vote.

The Elizabeth Line funding

Question No: 2018/3415

[Gareth Bacon MP](#)

Will you publish the Part 2 section of MD2383, Crossrail funding update and related matters, in the interest of public transparency, excluding any information related to commercial confidence?

The Elizabeth Line funding

[The Mayor](#)

Last updated: 28 November, 2018

Some of the issues discussed between the Government, GLA, TfL and CRL are commercially and potentially market sensitive. Therefore, it is essential that certain information currently remains confidential whilst negotiations are being concluded. This is why it was necessary to produce a Part 2 for this decision. At the time such information can be made public it will be.

Diesel taxi fleet

Question No: 2018/3416

[Keith Prince](#)

Is the Mayor aware of any residual value decrease in the diesel taxi fleet?

Answer for Diesel taxi fleet

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Diesel taxi fleet

[The Mayor](#)

Last updated: 07 December, 2018

I am aware of reports that the residual value of some diesel vehicles has fallen. This is a national issue that requires a national solution. Cities around the country are implementing Clean Air Zones and it makes sense for the government to adopt a national approach to minimising economic impacts as we deliver vitally needed improvements to our air quality. This is why I continue to press the Government for a national vehicle scrappage fund, including taxis.

As stated in my 2016 Taxi and Private Action Plan, the taxi industry must play a key role in tackling London's toxic air and the future of a greener, cleaner city.

Transport for London has targeted support in place to help owners of older diesel taxis overcome the extra cost of upgrading their vehicles to zero emission capable models. This includes a contribution to the national £7,500 plug-in taxi grant and a delicensing scheme with payments of up to £5,000, which it is in the process of reviewing.

Private Hire Vehicles

Question No: 2018/3417

[Keith Prince](#)

How many licensed Private Hire Vehicles are currently a) zero emission capable and b) classed as a ultra low emission vehicle ?

Answer for Private Hire Vehicles

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Private Hire Vehicles

[The Mayor](#)

Last updated: 18 February, 2019

Transport for London's (TfL) emission standards for private hire vehicles (PHVs), including a zero emission capable (ZEC) requirement from 1 January 2020, is set out here: <https://tfl.gov.uk/info-for/taxis-and-private-hire/emissions-standards-for-phvs>

TfL's contractor checks a vehicle's V5 document, which includes emission data, as part of the licensing process and TfL records the vehicle's fuel type.

Using data captured in August 2018, TfL confirm that 148 PHVs are battery electric vehicles and 30 are powered by a hydrogen fuel cell. These vehicles would all be classed, by the Office for Low Emission Vehicles, as an Ultra-Low Emission Vehicle.

In addition, there are 33,640 vehicles that are recorded as either a petrol hybrid or diesel hybrid. Of these, TfL expects a number (that were plug-in hybrids) would meet the definition of a ZEC vehicle. Some might also satisfy the requirements of being an Ultra-Low Emission Vehicle.

TfL anticipates that its emissions policy for PHVs and natural fleet replacement, encouraged by the 24/7 Ultra Low Emission Zone (ULEZ) in central London from 8 April 2019, will increase the proportion of ZEC and ULEV vehicles within the fleet.

Taxi delicensing scheme

Question No: 2018/3418

[Keith Prince](#)

How much is remaining of the £40 million taxi delicensing scheme allocation?

Answer for Taxi delicensing scheme[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Taxi delicensing scheme[The Mayor](#)

Last updated: 22 January, 2019

The take-up of the taxi delicensing scheme has been low, with only around £450,000 of a multimillion pound fund used. Transport for London (TfL) has restructured this funding to make it more attractive, with £18m of payments remaining available for taxi drivers who delicense their vehicles. Top payments of £10,000 are available to the first 250 applicants, with tiered payment levels available at significantly higher levels than the previous scheme.

A limited number of LPG conversion grants will also be available to drivers of Euro 5 taxis to support reduction of NOx emissions from those vehicles. The new delicensing payments and LPG grants are open to applicants from January 2019.

For further information on this scheme and other measures TfL has recently announced to reduce toxic emissions and improve London's air quality please see its website:

<https://tfl.gov.uk/info-for/media/press-releases/2018/december/mayor-and-tfl-launch-bold-plans-to-tackle-london-s-lethal-air>.

Access to toilets**Question No: 2018/3419**[Keith Prince](#)

Once your plans to install permanent toilets for bus drivers along all routes have been completed, will you commit to extending this access to disabled people and those who regularly require the use of the toilet?

Access to toilets[The Mayor](#)

Last updated: 28 November, 2018

These toilets are specially designed and located for use by bus drivers, which includes minimising their size, controlling access and ensuring they are available when needed. The units are not designed for or appropriate for wider public use.

Council Homes Redbridge (1)**Question No: 2018/3421**[Keith Prince](#)

In your recent announcement on the 'Building Council Homes for Londoners' scheme, why did Redbridge - uniquely amongst the 26 boroughs listed - not receive any allocation of funding?

Council Homes Redbridge (1)[The Mayor](#)

Last updated: 28 November, 2018

Discussions with Redbridge were ongoing at the point of my initial *Building Council Homes for Londoners* funding allocation announcement on October 23rd. I was pleased to recently confirm a £20m grant funding allocation to Redbridge to deliver 200 new council homes.

Council Homes Redbridge (2)**Question No: 2018/3422**[Keith Prince](#)

Why was Redbridge included in the list for your 'Building Council Homes for Londoners' scheme if you have not actually allocated them any funding?

Council Homes Redbridge (2)[The Mayor](#)

Last updated: 28 November, 2018

Through *Building Council Homes for Londoners*, I introduced a 'Right to Buy Ringfence Offer', which helps councils reinvest receipts from Right to Buy sales in new council homes, despite the national government's restrictive rules. As part of their bid to my programme, Redbridge have opted in to this ringfence and they committed to delivering 400 new council homes through reinvesting Right to Buy receipts.

Briefing Note on Human Error (1)**Question No: 2018/3425**[Keith Prince](#)

Further to your response to question 2018/2658, when can we expect to receive the documentation promised in points 3 and 4 from Transport for London?

Briefing Note on Human Error (1)[The Mayor](#)

Last updated: 30 November, 2018

Officers are drafting a response

Briefing Note on Human Error (1)[The Mayor](#)

Last updated: 27 December, 2018

I understand that Transport for London has sent you an email which provided a link to the documentation requested in point three of Mayor's Question 2018/2658.

TfL is working to respond to point four and will send this to you as soon as reasonably practicable.

Transparency and Vision Zero: Bus Operator Forum

Question No: 2018/3426

[Keith Prince](#)

In your response to question 2018/2366, you state, "TfL regularly meets its bus operators through its Safety Bus Operator Forum, where learning from incidents and reports is shared". However, your response to question 2017/3862 states, "The purpose of the Forum is to bring together its contracted bus operators to confidentially share relevant business issues and news. As a result there are no terms of reference. There are also no minutes published as subjects can be commercially sensitive and relate to negotiations to deliver value for money to Londoners." How does this refusal to be transparent conform with the principles of Vision Zero or your pledge that you are "determined to lead the most transparent, engaged and accessible administration London has ever seen?"

Transparency and Vision Zero: Bus Operator Forum

[The Mayor](#)

Last updated: 30 November, 2018

Officers are drafting a response

Transparency and Vision Zero: Bus Operator Forum

[The Mayor](#)

Last updated: 07 December, 2018

Transport for London's (TfL's) bus safety work has never been more transparent, although no-one would argue that it is not capable of further improvement.

Up-to-date bus safety data is published quarterly on TfL's website in data tables and an accessible dashboard: <https://tfl.gov.uk/corporate/publications-and-reports/bus-safety-data#on-this-page-2>. A summary of investigations into fatal bus collisions is available on the same webpage.

In addition, TfL produces detailed information using the police's collision data for London. Statistics for 2017 have just been published here: <http://content.tfl.gov.uk/casualties-in-greater-london-2017.pdf>.

TfL has committed to publishing as much of its bus safety research, analysis and policy development as possible. Evidence used to develop its recently-announced Bus Safety Standard, a critical stepping stone towards Vision Zero on the bus network by 2030, has also been added at: <http://content.tfl.gov.uk/analysis-of-bus-collisions-and-identification-of-countermeasures.pdf>.

There is also extensive discussion, in public, of bus safety at the Safety, Sustainability and Human Resources Panel of the TfL Board: <https://tfl.gov.uk/corporate/publications-and-reports/safety-sustainability-hr>

On the specific question about the forum, TfL's intention is to create an environment where full, frank and challenging conversations can take place to make the network safer and enable bus companies to learn from each other.

TfL is totally committed to making rapid improvements in bus safety. Openness and transparency will remain at the centre of these plans.

Bus Fatalities and Vision Zero (1)

Question No: 2018/3427

[Keith Prince](#)

Further to your response to Question 2018/2659, you state that, "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". Since Transport for London does not contract any coaches, why are you conflating these two modes of transport to arrive at this statistic?

Bus Fatalities and Vision Zero (1)

[The Mayor](#)

Last updated: 28 November, 2018

Road traffic collision data in Great Britain is collected in accordance with the STATS19 national reporting system laid down by the Department for Transport. Under the national system buses and coaches are combined in a single vehicle category 'Bus or coach (17 or more passenger seats)'.

The Metropolitan Police Service introduced a new collision input system in November 2016 and Transport for London (TfL) requested that it provide additional information relating to this category to show the split between 'TfL buses' and other buses and coaches. The most recent provisional figures, showing this information for quarter 2 of 2018, are published on the TfL website at:

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

Bus Fatalities and Vision Zero (2)

Question No: 2018/3428

[Keith Prince](#)

Further to your response to Question 2018/2659, Mr Liebreich's statement is clear: "there has not yet been any significant improvement in outcomes on any metric" and relates directly to vehicles contracted by Transport for London during your time as Mayor. Will you answer my question again with data relating directly to policies and vehicles over which you have had direct control?

Bus Fatalities and Vision Zero (2)[The Mayor](#)

Last updated: 30 November, 2018

Officers are drafting a response

Bus Fatalities and Vision Zero (2)[The Mayor](#)

Last updated: 07 December, 2018

There has been a consistent reduction in killed and seriously injured (KSI) casualties involving people on a London bus. Most recent figures show a reduction between 2016 and 2017 of 13 per cent and a decrease of 54 per cent compared to the 2005–2009 baseline.

We need to do more, and this is why the Bus Safety Standard has been meticulously developed to ensure it can deliver real change on our roads. The standard will require additional safety features on all new buses from 2019. This is a major policy initiative that will bring down serious injuries and deaths, and contribute significantly to Vision Zero.

Please also see my response to Mayor's Question 2018/3427.

Briefing Note on Human Error (2)**Question No: 2018/3429**[Keith Prince](#)

Further to your response to Question 2018/2368, Section 2.14 of the 24 July Board Report on Human Error states, "Our Health and Safety department was responsible for sharing this audit report with the external bodies, but in error it was not sent as originally thought." Mr. Liebreich told the Transport for London Board on 23 May that Transport for London had confirmed to him that Fatigue Audit 17 780 had been sent 3 times since 26 July 2017, when TfL's then-MD stated "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." Can you explain a) at which point after 26 June 2017 did the Health and Safety department realise this audit report was not sent to external bodies and b) the sequence of events in a way which does not make what Transport for London provided in its 24 July Board Briefing Note on Human Error, Michael Liebreich's statements at the 23 May Board Meeting, and the explanation you provided in your response to Question 2018/1358 contradictory?

Briefing Note on Human Error (2)[The Mayor](#)

Last updated: 28 November, 2018

Transport for London's Health, Safety and Environment department realised the report had not been sent to external bodies once it checked after the issue was raised at the panel meeting on 22 January 2018, where it said it believed it had been sent. On checking, it found it had not been sent and, as noted in the 24 July board report and in my response to Mayor's Question 2018/1358, this was then corrected, with the report sent to the Office of

Rail and Road, the Rail Accident Investigation Branch and the British Transport Police on the 12 February 2018.

Vulnerable Road Users

Question No: 2018/3430

[Keith Prince](#)

Can you confirm that you are fully engaged with all boroughs and committed to ensuring that all Vulnerable Road Users are included in your Vision Zero initiative?

Vulnerable Road Users

[The Mayor](#)

Last updated: 30 November, 2018

Realising Vision Zero will require coordinated action at all levels. Transport for London (TfL), the boroughs, the Metropolitan Police and many other partners will all need to work together to create a safer city.

The Vision Zero Summit on 13 November brought together agencies and local authorities from across London to discuss the challenges and opportunities of Vision Zero. The Deputy Mayor, myself and TfL will continue to foster partnership across London to realise the Vision Zero ambition through regular engagement.

Vision Zero is a central element in TfL's work with the boroughs. Engagement has included:

- Workshops on the development of the Vision Zero action plan
- Workshops on reflecting Vision Zero within borough Local Implementation Plans
- Senior level discussions between the Deputy Mayor for Transport, the TfL Commissioner and borough leaders and cabinet members
- Briefings and presentations to the Transport and Environmental Committee and the London Technical Advisors Group.

Powered Two-Wheeler riders (1)

Question No: 2018/3431

[Keith Prince](#)

What work have you done on the benefits of opening bus lanes to Powered Two-Wheeler riders?

Powered Two-Wheeler riders (1)

[The Mayor](#)

Last updated: 29 November, 2018

Two independent studies on the benefits of opening bus lanes on the Transport for London Road Network (TLRN) to powered two wheeler riders have been undertaken. These are

available on the Transport for London (TfL) website at <http://content.tfl.gov.uk/motorcycles-in-bus-lanes-full-report.pdf> and <http://content.tfl.gov.uk/motorcycles-in-bus-lanes-independent-report.pdf>.

TfL monitors all collisions on London's roads, including in bus lanes and will keep the issue of motorcycle safety under close scrutiny. Further information will be shared in future if monitoring highlights concerns with the safety of motorcycles in TLRN bus lanes.

Powered Two-Wheeler riders (2)

Question No: 2018/3432

[Keith Prince](#)

How many collisions have there been between Powered Two-Wheeler riders and pedestrians in the last year on London's roads?

Powered Two-Wheeler riders (2)

[The Mayor](#)

Last updated: 29 November, 2018

There have been 683 personal injury collisions recorded where a pedestrian was injured by a powered two-wheeler in the Greater London area, for the 12 months to end February 2018, which is the latest information Transport for London has on its database.

These collisions resulted in 708 pedestrians being injured - 3 fatally, 159 seriously and 546 slightly. Please note that 2018 data is provisional and subject to change.

DWOs

Question No: 2018/3433

[Keith Prince](#)

For each of the years Nov 15 to Oct 16, Nov 16 to Oct 17 and Nov 17 to Oct 18 what is the number of arrests by Dedicated Ward Officers (DWOs) and how many DWOs are budgeted for?

DWOs

[The Mayor](#)

Last updated: 29 November, 2018

Officers are drafting a response

DWOs

[The Mayor](#)

Last updated: 21 May, 2019

Metropolitan Police Service (MPS) data systems do not record this level of detail.

As per my commitment, all 629 wards in London will have at least two Dedicated Ward Officers (DWOs), for a total of at least 1258.

Traffic offences**Question No: 2018/3434**[Keith Prince](#)

Since January 2016, please provide a monthly breakdown of traffic offences?

Traffic offences[The Mayor](#)

Last updated: 29 November, 2018

Officers are drafting a response

Traffic offences[The Mayor](#)

Last updated: 12 June, 2019

Please see attached the requested data relating to this question and Mayor's Question 2018/3435 for the period specified.

Traffic offences 2**Question No: 2018/3435**[Keith Prince](#)

Since January 2016, please provide a monthly breakdown of traffic offences outcomes, e.g. FPN or an awareness course?

Traffic offences 2[The Mayor](#)

Last updated: 29 November, 2018

Officers are drafting a response

Traffic offences 2[The Mayor](#)

Last updated: 12 June, 2019

Please refer to Mayor's Question 2018/3434.

Traffic offences 3**Question No: 2018/3436**[Keith Prince](#)

For the financial years 2015/16, 2016/17 and 2017/18, please provide the Met income from diversionary/driver improvement courses for traffic offences?

Traffic offences 3[The Mayor](#)

Last updated: 29 November, 2018

Officers are drafting a response

Traffic offences 3

[The Mayor](#)

Last updated: 17 July, 2019

Please see below table outlining the fees paid to the MPS following the offer and completion of a diversionary/ driver improvement courses:

| | 2015-16 | 2016-17 | 2017-18 |
|--------------|-------------------|-------------------|-----------------|
| Fees | £1,201,815 | £1,052,575 | £691,565 |
| VAT | £240,363 | £210,515 | £138,313 |
| Total | £1,442,178 | £1,263,090 | £829,878 |

KSIs

Question No: 2018/3437

[Keith Prince](#)

From January 2016, please provide a monthly breakdown of road KSI's?

Answer for KSIs

[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

KSIs

[The Mayor](#)

Last updated: 22 January, 2019

Appendix A (attached) shows the number of people killed or seriously injured (KSI) by month and year in Greater London from January 2016 to February 2018. This is the latest data from the police held in Transport for London's ACCSTATS collision database. All 2018 data is provisional and subject to change.

Anti-terror barriers

Question No: 2018/3438

[Keith Prince](#)

Are you considering installing permanent barriers on bridges to prevent terror attacks rather than the current temporary looking ones which block part of the road?

Anti-terror barriers

[The Mayor](#)

Last updated: 29 November, 2018

Specialists at Transport for London (TfL) are currently working with boroughs, the Mayor's Office for Policing and Crime, and the security services, to explore the feasibility of installing permanent barriers on the bridges. This involves careful consideration of the requirements of all bridge users, as well as extensive consultation with the security services.

Tower Bridge flooding

Question No: 2018/3439

[Keith Prince](#)

Are you planning to address the flooding issue on the road to the north of Tower Bridge that occurs when it rains?

Tower Bridge flooding

[The Mayor](#)

Last updated: 30 November, 2018

Officers are drafting a response

Tower Bridge flooding

[The Mayor](#)

Last updated: 07 December, 2018

Following the terrorist attacks on Westminster and London Bridge in 2017, it was necessary for the Metropolitan Police Service (MPS) to install permanent barriers along various bridges in central London, including Tower Bridge.

Unfortunately, a number of the barriers on Tower Bridge have blocked the gullies and led to a build-up of standing water. The MPS has been working with Transport for London to address this issue and, on 20 November 2018, barriers were removed to clear the drainage system of any blockages and clean the surrounding area. Barriers were then put back in place, but with alterations to ensure more water can flow into the gullies in the future.

Police public engagement strategy

Question No: 2018/3440

[Steve O'Connell](#)

The DMPC told the Police and Crime Committee in a letter on 1 November 2017, that a community engagement strategy would be published in 2018. What progress has been made in finalising your public engagement strategy and when will it be published?

Police public engagement strategy

[The Mayor](#)

Last updated: 30 November, 2018

Officers are drafting a response

Police public engagement strategy[The Mayor](#)

Last updated: 22 January, 2019

Public engagement in policing is important and remains a priority for my Office for Policing and Crime. Following the public access strategy consultation in 2017 my team has been focused on supplementing the evidence gained from that consultation, whilst trying to balance this work with the overriding priority of reducing violence in London. The Public Access Strategy consultation received 1,687 responses to the online survey, 900 written responses and 1,592 people attended relevant meetings.

MOPAC has conducted further face to face consultations with over 450 individuals from community groups, specifically seeking to broaden the evidence base for those who have different relationships with the police, including young people, those with protected characteristics under the Equality Act, recent immigrants etc. The engagement was broadened to include a debate hosted on Talk London, which resulted in 1,824 survey responses.

The engagement continues to be led by the joint MPS / MOPAC Public Engagement Working Group, co-chaired by Commander Mark McEwan. It is not clear that a formal published strategy is required to embed the changes needed, however a review of the guidance for Safer Neighbourhood Boards will be consulted upon before the end of the financial year 2018/19.

Police recruitment process**Question No: 2018/3441**[Steve O'Connell](#)

What impact will the Metropolitan police's decision to remove the London residency criteria from its recruitment process have on a) the need for local officers to be known to, and part of, the communities they serve and b) on the diversity of the force?

Police recruitment process[The Mayor](#)

Last updated: 29 November, 2018

The Metropolitan Police Service (MPS) will continue to place a premium on recruits who have a knowledge and understanding of London, but the current operational imperative is to grow numbers quickly to meet rising demand and this means temporarily lifting the residency criteria.

Local officers will continue to be known, and part of, the communities they serve through the commitment for two Dedicated Ward Officers (DWOs) and a Police Community Support Officer (PCSO) in every ward in London.

The London residency criteria has undoubtedly been beneficial in supporting the MPS to recruit a more diverse workforce. The MPS has implemented a broad range of actions to

improve diversity and it is not easy to separate out the specific impact of the residency criteria.

The MPS remains committed to improving diversity and will continue to push a number of measures such as positive action, mentoring and outreach programmes. I will also continue to challenge the MPS on what they are doing to increase diversity.

The MPS will review the policy in 6 months' time and take a view as to whether the residency criteria can be re-imposed. The impact on diversity will form part of this review.

SDR

Question No: 2018/3443

[Steve O'Connell](#)

What are you doing to address falling Sanction Detection Rates?

SDR

[The Mayor](#)

Last updated: 29 November, 2018

I agree that the sanction detection rate in London is too low, and I know that this is something that the Commissioner has also expressed concern about. I am fighting for the Met to have the resources they need to employ the officers and staff they need to reduce crime, bring offenders to justice and keep Londoners safe.

After crippling Government cuts to police funding, the Met currently has the lowest number of officers since 2003, equating to just 3.3 officers per 1,000 population – even before visitors are taken into account. And that is the lowest level in 20 years.

There is a national shortage of detectives, which is impacting on the resource available for investigation. Recruitment is happening in the Met to address this but is slow. The Met needs to be fully funded so that they have the officers available to prevent and solve crime.

I am doing all I can to compensate for the failure of Ministers. I am investing an extra £138 million in the Met to keep police numbers as high as possible, but as I have said repeatedly – and I am grateful in London Assembly members in supporting this – the Government has to step up.

SDR 2

Question No: 2018/3444

[Steve O'Connell](#)

Given that crime is going up and sanction detection rates are falling, is it not time to speak to the Commissioner about abandoning the Crime Assessment Policy?

SDR 2

[The Mayor](#)

Last updated: 29 November, 2018

As you are aware, the Met is faced with Government cuts to police funding them to make £1 billion of cuts between 2010 and 2021. These huge cuts are making it increasingly difficult for the Met to do their job and keep Londoners safe. The Crime Assessment Policy is about using officer time proportionately to cope with demand so that officers can be in the right place at the right time when the public need them.

The Commissioner is in charge of Operational Policing in London, and I fully support her in adopting these principles.

SDR 3

Question No: 2018/3445

[Steve O'Connell](#)

We know that most criminals don't start off committing serious crime, they progress from minor offences, and that serious offenses use far more police resource to investigate. Does it not stand to reason that Crime Assessment Policy creates false economies as those committing minor offenses will get away with, feel emboldened and go on to commit more serious crimes?

SDR 3

[The Mayor](#)

Last updated: 29 November, 2018

The Met investigates crime chiefly based on 'solvability' set out in The Crime Assessment Policy. The guidance is intended to redirect resources from those cases where there is limited ability to identify or prosecute offenders, and where the offence is minor in nature, to focus on cases where there is a realistic prospect of conviction and where those cases cause the most harm to our community.

Although many serious criminals do start with minor offences many start at serious level with robbery, violence and burglary. And the crime assessment policy is aimed at balancing this criteria.

BWV

Question No: 2018/3446

[Steve O'Connell](#)

It was recently reported that police Body Worn Cameras in the US have been exploding, can you assure us that the Met issued cameras have not done the same?

BWV

[The Mayor](#)

Last updated: 29 November, 2018

No such issues have been reported in the Met. The device that is said to have exploded was made by a different manufacturer to the one that supplies the Met.

File submission error rates**Question No: 2018/3447**[Steve O'Connell](#)

From January 2016, please provide a monthly breakdown of the file submission error rates for police files given to CPS

File submission error rates[The Mayor](#)

Last updated: 29 November, 2018

Officers are drafting a response

File submission error rates[The Mayor](#)

Last updated: 03 June, 2019

The table below is a monthly breakdown of file submission error rates, sourced from the National Case File Quality data. Figures are only available from August 2017.

The overall error rate is currently at its lowest since August 2017 but is still far too high. My Police & Crime Plan is committed to *'working with the police to ensure that the speed and quality of files from the MPS to the CPS is improved'*. I welcome the introduction of the Met Case Management Team, set up in June 2018, but I am clear that more needs to be done.

| | Magistrates Court | Crown Court | Total |
|--------------|--------------------------|--------------------|--------------------------|
| Month / Year | Completed Assessments | Eligible Cases | Overall Proxy Error Rate |
| Aug-17 | 952 | 1940 | 49.1% |
| Sep-17 | 912 | 1891 | 48.2% |
| Oct-17 | 1011 | 2111 | 47.9% |
| Nov-17 | 1041 | 2007 | 51.9% |
| Dec-17 | 945 | 1793 | 52.7% |
| Jan-18 | 1194 | 1976 | 60.4% |
| Feb-18 | 1124 | 1764 | 63.7% |
| Mar-18 | 1008 | 1651 | 61.1% |
| Apr-18 | 1024 | 1729 | 59.2% |
| May-18 | 1150 | 1815 | 63.4% |
| Jun-18 | 1105 | 1589 | 69.5% |
| Jul-18 | 911 | 1717 | 53.1% |
| Aug-18 | 817 | 1591 | 51.4% |
| Sep-18 | 722 | 1486 | 48.6% |

Submissions**Question No: 2018/3448**[Steve O'Connell](#)

From January 2016, please provide a monthly breakdown of number of charge submissions to the CPS where the CPS proceed to court and the number of NFA

Submissions[The Mayor](#)

Last updated: 30 November, 2018

Officers are drafting a response

Submissions[The Mayor](#)

Last updated: 12 June, 2019

The attached spreadsheet provides the requested information from January 2016 to August 2018. Data from September 2018 is currently unavailable. The outcome figures do not combine to match the monthly charge submission figure, as not all cases are reviewed in the month they are submitted.

MPS/MOPAC**Question No: 2018/3449**[Steve O'Connell](#)

Please can you provide the minutes/meeting notes and outcomes of the last MPS/MOPAC away day?

MPS/MOPAC[The Mayor](#)

Last updated: 30 November, 2018

Officers are drafting a response

MPS/MOPAC[The Mayor](#)

Last updated: 07 December, 2018

MOPAC/MPS Away Days and Management Seminars are internal collaborative planning meetings to discuss and agree progress on the delivery of the Police and Crime Plan and the MPS Business Plan. Minutes of these meetings are not published.

Minutes of formal oversight meetings, such as those for the MOPAC MPS Oversight Board and the Mayor's and Deputy Mayor's regular meetings with the Commissioner are published on the Mayor's website [[https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mo....](https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mo...)]

Trained police dogs**Question No: 2018/3450**[Steve O'Connell](#)

Please can you provide the number of trained police dogs by training type?

Trained police dogs[The Mayor](#)

Last updated: 29 November, 2018

As of October 2018, there were 105 general purpose dogs and 96 search dogs.

The search dogs may be specialised in more than one discipline. The number of trained dogs in each discipline is:

- Firearms 53
- Proactive Drugs 49
- Currency 49
- Passive Drugs 2
- Forensic Evidence Recovery 13
- Explosives 41

Investment Fund**Question No: 2018/3451**[Susan Hall](#)

How much of this (<https://www.london.gov.uk/press-releases/mayoral/mayor-announces-140-inv...>) £140 million fund has been distributed?

Investment Fund[The Mayor](#)

Last updated: 29 November, 2018

Please see my response to Mayor's Question 2018/3400.

Investment fund (2)**Question No: 2018/3452**[Susan Hall](#)

Can you send me a list of all projects, businesses and organisations that have received money from this fund? (<https://www.london.gov.uk/press-releases/mayoral/mayor-announces-140-inv...>)

Investment fund (2)[The Mayor](#)

Last updated: 29 November, 2018

Please see my response to Mayor's Question 2018/3400.

Apprenticeships

Question No: 2018/3453

[Susan Hall](#)

What are you doing to advance apprenticeships in London?

Apprenticeships

[The Mayor](#)

Last updated: 07 December, 2018

I am working with businesses and Londoners to promote the development and take-up of high-quality apprenticeships in the capital.

As part of this work, my forthcoming apprenticeship pilot programme will support London businesses to create 2,000 new apprenticeships, the Good Work Standard will promote apprenticeships to employers, and the London Growth Hub will provide support for small businesses to take on apprentices.

I will ensure apprenticeships are promoted as an attractive option to Londoners through the development of my all age careers offer, including through the London Enterprise Adviser Network, and I am proud London is part of the '5 Cities' initiative to increase participation of under-represented groups in apprenticeships in England.

Apprenticeships (2)

Question No: 2018/3454

[Susan Hall](#)

How many apprenticeships has the GLA funded by year, broken down by the last 5 years?

Apprenticeships (2)

[The Mayor](#)

Last updated: 07 December, 2018

The GLA has employed 96 apprentices since 2014. This includes 26 apprenticeship starts in 2018, 14 starts in 2017, 21 starts in 2016, 19 starts in 2015 and 16 starts in 2014.

Apprenticeships in England are funded by employers through the Education and Skills Funding Agency, but City Hall funded the Employer-Led Apprenticeship Creation Programme (ELACP), which supported businesses to take on and prepare 2,940 apprentices between March 2015 and March 2017.

I have also announced funding for a new £1.3m apprenticeship pilot programme, which will support employers to create 2,000 new apprenticeships over the next three years.

Marketing and Communications**Question No: 2018/3455**[Susan Hall](#)

How much have you spent on marketing and communications over the past 5 years broken down by year, including the total budget for the current financial year?

Marketing and Communications[The Mayor](#)

Last updated: 07 December, 2018

The GLA expenditure for Marketing and Communications since 2014 is as follows:

2014/15: £1,270,905

2015/16: £1,341,528

2016/17: £3,112,554

2017/18: £1,500,561

These figures reflect all activities attributed to Marketing and Communications across the GLA throughout multiple teams and functions.

As of 2017/18, the GLA Marketing budget was centralised and set at £1m, with ownership assigned to the External Relations Team within External Affairs. Additional spend above this £1m represents communication investment from the whole building and is not under the control of the Marketing function. This is due to how different teams ultimately code some of their activity (such as printing) under this wider umbrella in budgeting terms.

It is not overspend - this activity is still necessary and relevant to different team around the GLA, but it does not fit under the streamlined centralised Marketing Budget activity.

The increase in spend in 2016/17 directly relates to the 2016 Election and the delivery of materials including a voter information booklet, which is a statutory requirement for the election.

The Marketing budget for External Affairs this fiscal year (2018/19) is £1m. As with previous years, it is likely there will be additional spend across the business that is coded to Marketing and Communications as part of other programme budgets. This is spend that falls outside of the centralised marketing budget and Marketing team's control.

TFL nominee passes**Question No: 2018/3456**[Susan Hall](#)

What is the cost of TFL nominee passes over the past 5 years, broken down by year, including the current year?

TFL nominee passes

[The Mayor](#)

Last updated: 07 December, 2018

This benefit is a long-standing part of the terms and conditions of Transport for London (TfL) staff. There is no 'cost' to TfL because the number of journeys is a tiny proportion of the 11m Tube and bus journeys made per day, meaning no additional services need to be operated. All TfL employees and their nominees are expected to act as ambassadors for TfL, helping ensure the security of the system and helping assist our customers where necessary.

Museum of London**Question No: 2018/3457**[Susan Hall](#)

Are the payments from the GLA to the Museum of London funded through the culture budget?

Museum of London[The Mayor](#)

Last updated: 07 December, 2018

The payments to the Museum of London are made by the GLA. The Culture and Creative Industries Unit oversees these payments on behalf of the GLA, as part of its role managing the GLA's relationship with the Museum.

Culture budget**Question No: 2018/3458**[Susan Hall](#)

This document -

(<https://www.london.gov.uk/moderngov/documents/s71634/Proposed%20Changes%20to%20the%20Culture%20and%20Creative%20Industries%20Budget>...)

- states that the Culture and Creative Industries budget (excluding capital spending) has increased from £11 million to £20 million during your Mayoralty. Can you provide me with a breakdown of total expenditure over the last 5 years, broken down by year, as to how exactly these figures were reached?

Culture budget[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Culture budget[The Mayor](#)

Last updated: 17 December, 2018

Culture plays a central role in the capital's success. The creative economy generates £47BN per year and provides 1 in 6 jobs. Culture is a major driver of tourism to London and cultural tourists spend £7.3bn a year, supporting 80,000 jobs in the capital.

But more than that - culture creates opportunities for young people, encourages life-long learning and civic participation, and improves health and wellbeing.

This paper stated: The Mayor's manifesto has seen a doubling of the Culture and Creative Industries budget from ~£11m to ~£20m per annum. This figure excludes new capital commitments such as the Mayor's £70m grant to the Museum of London for its move to establish the New Museum in West Smithfield.

The paper was written in June 2018. We have subsequently identified that the baseline figure of £11M was based on expenditure and inadvertently omitted some of the financial transactions relating to the Museum of London, which were presented elsewhere in the budget.

The budget for culture when the Mayor entered office in May 2016 for the year 2016/17 was £13.2M (capital and revenue). This included £8.8M for the Museum of London (capital and revenue) and £4.4M for Culture and Creative Industries.

As set out in the draft budget for 2019/20, the proposed budget for culture (capital and revenue) is £21M including £12.1M for Museum of London (capital and revenue) and £8.9M for Culture and Creative Industries.

Further information can be found in the attached Appendix.

GLA Reserves

Question No: 2018/3459

[Susan Hall](#)

How much has the GLA held in reserves over the last 5 years, broken down by year, including the current year?

GLA Reserves

[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

GLA Reserves

[The Mayor](#)

Last updated: 28 January, 2019

Please see the table below, noting the following principal movements:

- From 2013-14 to 2014-15, an £87m call on the revenue grants unapplied reserve and a £32m addition to the MDC reserve;

- From 2014-15 to 2015-16, a £137m addition to the business rate reserve and a £32m addition to the LEP New Homes Bonus reserve;
- From 2015-16 to 2016-17, a £70m addition to the capital programme reserve and a £82m call on the business rate reserve; and
- From 2016-17 to 2017-18, a £64m addition to the LLDC capital funding reserve and an £85m addition to the business rate reserve.

| GLA reserves: closing balance | £m |
|--------------------------------------|-----------|
| 2013-14 | 307 |
| 2014-15 | 276 |
| 2015-16 | 412 |
| 2016-17 | 338 |
| 2017-18 | 470 |
| 2018-19 (as at October 2018) | 468 |

Campaigns

Question No: 2018/3460

[Susan Hall](#)

How much money have you spent on campaigns over the last 4 years, broken down by year? Can you also detail which campaigns they were and how much money was spent on each campaign?

Campaigns

[The Mayor](#)

Last updated: 30 November, 2018

We have a responsibility to keep Londoners informed and engaged in the work of the GLA and of the London Assembly. This is why, in 2017/18, I introduced a centralised marketing budget to the GLA for the first time.

Centralising marketing budgets in a marketing department is entirely normal practice in both the public and private sector. Its common place in the boroughs and in central Government. Central Government has had a central marketing budget in place for the last 8 years through their Government Communications Service (GCS). Its budget in 2018 is £300 million and they plan to run 143 campaigns.

This central marketing budget has helped us to run more effective cross policy campaigns that reach more Londoners in an impactful way.

The central marketing spend on campaigns since 2017/18 to date is as follows:

2017/18: £730,154

2018/19: £346,675 (to date)

Key campaigns include:

LondonIsOpen: £9,806

Behind Every Great City Women's Campaign: £167,349

Housing: £220,954

Events for London: £52,413

Air Quality: £58,442

Policing & Crime: £46,626

Communities & Culture: £29,600

Prior to this budget being centralised, the spend on marketing campaigns cannot be confirmed with accuracy because the costs were spread across multiple teams and absorbed within individual project budgets as part of the overall spend. There was still significant spend on campaigns prior to the introduction of this streamlined approach, which are captured in the overall Marketing and Communications spend cited in response to MQ 3455 – for example, £103,000 was spent on the 59 plus campaign and the student campaign led by Team London in 2016/17. The London Rental Standard campaign in 2014/15 and 2015/16 cost £142,000.

Trips abroad

Question No: 2018/3461

[Susan Hall](#)

Which trips abroad do you have planned, over which dates will they take place, how long will they last and for what purpose are you undertaking them?

Trips abroad

[The Mayor](#)

Last updated: 07 December, 2018

I am currently planning to visit Dublin, Ireland in December 2018 as announced in my press notice on 26 October 2018: <https://www.london.gov.uk/press-releases/mayoral/mayor-heads-to-brussels-london-is-still-open>

I will make the case that, despite Brexit, London remains open to business, open to ideas, open to investment, open to trade and open to talent from Ireland.

Short Term Assignments**Question No: 2018/3463**[Susan Hall](#)

How many staff are employed on short term assignments by the GLA group, broken down by year over the last 5 years?

Short Term Assignments[The Mayor](#)

Last updated: 07 December, 2018

For the purpose of this response, short term assignment has been taken to mean fixed-term contract and the years are financial years (1 April to 31 March):

| | 2013/14 | 2014/15 | 2015/16 | 2016/17 | 2017/18 |
|-------|---------|---------|---------|---------|---------|
| GLA | 95 | 112 | 207 | 196 | 227 |
| LFB | 7 | 7 | 13 | 6 | 15 |
| LLDC | 10 | 15 | 11 | 9 | 15 |
| MOPAC | * | * | 9 | 13 | 10 |
| OPDC | n/a | n/a | 4 | 11 | 13 |
| TfL | 2,887 | 3,997 | 4,511 | 3,760 | 3,764 |

*MOPAC do not hold this data prior to 2015/16

Short term assignments (2)**Question No: 2018/3464**[Susan Hall](#)

How much money has it cost the GLA Group to employ staff on short term assignments over the last 5 years, broken down by year?

Short term assignments (2)[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Short term assignments (2)[The Mayor](#)

Last updated: 22 October, 2019

There has been a delay in the data being returned to the GLA. As a result of the delay, the table below contains six years of data rather than five.

| | 2013-14 | 2014-15 | 2015-16 | 2016-17 | 2017-18 | 2018-19 |
|------------------|---------|---------|---------|---------|---------|---------|
| GLA Group | £15.3m | £21.5m | £55.0m | £41.9m | £41.3m | £37.1m |

N.B. The OPDC did not exist in 2013-14 and 2014-15 and MOPAC does not hold relevant data for those same two years

Union Street building

Question No: 2018/3465

[Susan Hall](#)

What is the extra cost to the GLA of hiring out additional space in the Union Street building, over the last 5 years, broken down by year?

Union Street building

[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Union Street building

[The Mayor](#)

Last updated: 28 January, 2019

Please see the table below, noting that the costs incurred by the GLA include the office space in Union Street used by the OPDC (i.e. the OPDC is not recharged for that space as the OPDC is directly funded by the GLA).

| 2014-15 | Contract commenced 2015-16 |
|---------|----------------------------|
| 2015-16 | £638k |
| 2016-17 | £638k |
| 2017-18 | £1,120k |
| 2018-19 | £1,004k to date |

'Schools for Success' report

Question No: 2018/3466

[Susan Hall](#)

What is the cost of the GLA-commissioned report, 'Schools for Success: Boys on Track', being prepared by LKMco?

'Schools for Success' report

[The Mayor](#)

Last updated: 07 December, 2018

The GLA's contract with LKMco to produce the 'Boys on Track: Improving support for Black Caribbean and Free School Meals Eligible White Boys in London' report totals £46,620. The

report draws attention to two of London's largest underperforming groups and presents ways they can be supported to improve their educational attainment.

Their research includes a comprehensive literature review and the collection of primary research through interviews, focus groups and consultations with experts, practitioners and young people.

My Deputy Mayor for Education and Childcare, Joanne McCartney will chair an event in London's Living Room on 10 December 2018 based on this report. The event will provide an opportunity for LKMCo to present findings and for stakeholders to discuss next steps. The report will be published on www.london.gov.uk.

Early Years Hubs (1)

Question No: 2018/3467

[Susan Hall](#)

When are the opening dates for the three Mayoral Early Years Hubs in Newham, Barnet and Merton/Wandsworth?

Early Years Hubs (1)

[The Mayor](#)

Last updated: 30 November, 2018

I launched my three Early Years Hubs in January 2018. The hubs provide the opportunity for schools, childminders, private, voluntary and maintained nurseries to work together over a three-year period. They support quality early years practice and engage with families to improve access for the most disadvantaged children.

So far, the hubs have worked with over 150 early years settings and supported 300 early years practitioners. They have produced new promotional material to reach out to parents eligible for early education, developed a series of professional development training for early years practitioners including an accredited SENCO training, promoted early years as a career, and supported parents returning to work.

Early Years Hubs (2)

Question No: 2018/3468

[Susan Hall](#)

What has been the cost to date of each of the three Mayoral Early Years Hubs in Newham, Barnet and Merton/Wandsworth?

Early Years Hubs (2)

[The Mayor](#)

Last updated: 30 November, 2018

The Greater London Authority has granted funding of £175,000 for each Early Years Hub over the three-year period from January 2018. To date each of the three Hubs has received £80,666, giving a total of £241,998.

The Hubs bring together early years providers from across the maintained, voluntary and private sectors, schools and further education colleges to increase take up of early education entitlements, improve quality of early years provision and promote early years as a career.

The Growth Hub

Question No: 2018/3469

[Susan Hall](#)

In light of the London Assembly Economy Committee report, 'What works for microbusinesses', what discussions have you had with the LEAP and the Deputy Mayor for Business to broadening access to the platform and ensuring that less connected companies do not miss out on the support offered by the Growth Hub?

The Growth Hub

[The Mayor](#)

Last updated: 30 November, 2018

Officers are drafting a response

The Growth Hub

[The Mayor](#)

Last updated: 22 January, 2019

We are already undertaking an active strategy of engagement that has seen us meet with over 13,000 businesses, many of which are microbusinesses.

The Growth Hub team have presented proposals to LEAP and the Deputy Mayor for Business that will see a significant increase in engagement with LEAP programmes and includes exciting plans for raising the profile of the London Growth Hub, which includes working more closely with grass roots business bodies across London's sub-regions.

European Londoners project

Question No: 2018/3470

[Susan Hall](#)

What proportion of the allocation for the European Londoners project will feature the promotion of the Mayor, including name checks?

European Londoners project

[The Mayor](#)

Last updated: 30 November, 2018

None of the funding is spent on promoting me. As with other services and tools the Mayor provides for Londoners (for example: Rogue Landlord Checker, Homes for Londoners portal, London Growth Hub) the EU Londoners Hub will be branded as a Mayor of London service. This has been the case since 2000.

The funding for the EU Londoners Hub will all be spent on providing a service for the 1 million EU citizens in London, ensuring they are able to access expert legal guidance and services, which are translated into their languages, and available online and through community outreach programmes. I will do everything in my power to ensure that the right information and support reaches EU Londoners so that they can access their right to Settled Status.

It is right that I invest in information, signposting and outreach now to prevent many thousands of Londoners being left without status post-Brexit. Without the right information and support, vulnerable Londoners will face barriers to accessing Settled Status. I will do everything in my power to prevent EU Londoners becoming the next Windrush Generation.

Tube Crime

Question No: 2018/3471

[Susan Hall](#)

For each of the years Nov 15 to Oct 16, Nov 16 to Oct 17 and Nov 17 to Oct 18, please can you provide a breakdown of major crime types for each London tube station?

Tube Crime

[The Mayor](#)

Last updated: 30 November, 2018

Officers are drafting a response

Tube Crime

[The Mayor](#)

Last updated: 07 December, 2018

Please find attached Appendix A - MQ2018/3471 a breakdown of major crime types for each London Underground station. Data for October 2018 is still being processed by the British Transport Police and is not included.

London's public transport network is a safe, low crime environment. Currently, almost eleven million passengers travel on Transport for London's (TfL) services each day with very few of them ever experiencing or witnessing crime.

The rise in crime reflects the national trend for an increase in reporting. TfL is working closely with its policing partners to tackle crime and antisocial behaviour and keep travelling in London safe and secure. Some of the key measures include high visibility policing, targeted patrols on sections of the London Underground network and action against offenders.

Politicians reported for offensive comments**Question No: 2018/3472**[Susan Hall](#)

For each of the years Nov 15 to Oct 16, Nov 16 to Oct 17 and Nov 17 to Oct 18, please provide the number of times each of the following has been reported to the police for saying or writing something offensive:

- Members of Parliament
- Councillors

Politicians reported for offensive comments[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Politicians reported for offensive comments[The Mayor](#)

Last updated: 12 June, 2019

Only three incidents of the specified offence classification, have been recorded by the MPS during this period; in total. Any further disclosure of these incidents could contain personally identifiable information and would therefore not be suitable for disclosure.

Victims Commissioner**Question No: 2018/3473**[Susan Hall](#)

Please can you provide a list of meetings and events and their locations that the Victims Commissioner has attended since entering post (Please don't include personal info about victims, just add 'met with victim' instead of a name)?

Victims Commissioner[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Victims Commissioner[The Mayor](#)

Last updated: 10 December, 2018

Since being in post from 13th June 2017, the Victims' Commissioner meets regularly with organisations who support victims in London. Although she does not do casework, she liaises regularly on the phone and corresponds with numerous victims, as well as having many individual one-to-one meetings with them to signpost them to support or to her consultations.

Due to the nature of her role and Claire's personal commitment to be here for as many victims of crime across London, most of the meetings, events and roundtables she attends to present at and meet with professionals also have direct victims in attendance.

She has convened and attended a range of events for victims' and survivors, via roundtables, focus groups and events to ensure she hears directly from as many victims as possible. She hosted a Victims Summit in November 2017 and another is to be held in Spring 2019.

Claire Chairs London Hate Crime Board – attendees from CPS, Victim Support, Probation, CST, MPS, Antisemitism Policy Trust, London CRC, Tell Mama, Stop Hate UK, Faiths Forum4London, Waymarks, National Crime Agency and The Monitoring Group

Claire Chairs Victims Board – attendees from Victim Support, MoJ, CPS, Citizens Advice, Probation, MPS, HMCTS, Parole Board, London Council, NHS England, Articulate Arguments to Empower Victims, CE Parole Board, Magistrates Association, serving judge and Independent Bar

Claire Chairs Victims Reference Group - a quarterly group which is made up of 19 core members covering a wide range of victims' organisations who support victims in London.

Claire attends the London Modern Slavery Partnership Board – attendees from MPS, SIA Victim Support, NHS England, Flex, London Housing Directors, Home Office Immigration Enforcement, TrustLaw, Human Trafficking Foundation, Business Insights, London Borough of Lewisham.

Regular meetings:

- The Victims' Commissioner has regular meetings with senior officials across the MPS including the Commissioner, CPS, CoLP, APCC, Probation (CRC and NPS), The Parole Board, MoJ and Home Office, Dame Vera Baird, Baroness Newlove,
- Victim Support, HMCTS, London Probation, Independent Anti-Slavery Commissioner, MPs, Assembly Members, LHoC's, Citizens Advice Bureau, Magistrates Association and Judiciary.

Meetings and site visits –most often victims/victims groups are in attendance:

- Acid Survivors Trust International, City Hall
- Action Fraud, City Hall
- Anachal Women's Aid, City Hall
- Articulate Arguments to Empower Victims, City Hall
- Ashiana Network, E11
- Asian Women's Resource Centre, NW10
- Aviard Inspires, City Hall
- Big Brother Watch, City Hall
- Bromley and Croydon Women's Aid, SE20
- Catch 22, City Hall
- CEO Parliamentary and Health Service Ombudsman, Millbank

- Chief Exec Youth Justice Board, City Hall
- Children's Society Hub visit, E15
- College of Policing, W1
- End Child Prostitution and Trafficking (ECPAT)
- Elizabeth's Legacy of Hope, City Hall
- End Violence Against Women Coalition, City Hall
- Galop, Holloway
- Godwin Lawson Foundation, City Hall
- Havens visit, South London
- Her Majesty's Judges, The Old Bailey
- Her Majesty's Inspectorate of Constabulary and Fire and Rescue Services - HMICFRS, City Hall
- Hestia, City Hall
- Hundred Families Organisation, City Hall
- IMECE Women's Centre, N1 (IMECE, Latin American Women's Rights Service (LAWRS) and Kurdish and Middle Eastern Women's Organisation)
- IMKAAN, City Hall
- Imperial College, St Mary's Hospital, W2
- Information Commissioners Office, City Hall
- Judiciary, Royal Courts of Justice
- Kiyani Prince Foundation, City Hall
- Liberty, City Hall
- London Emergencies Trust, N1
- London Workers Union, City Hall
- Met CC, SE1
- Met Forensic Services, SE1
- Murdered Abroad, City Hall
- Rape Crisis Centre, East London
- Rape Crisis Centre, North London
- Rape Crisis Centre, West London
- Redthread, St Mary's Hospital, W2
- Restore London, City Hall
- RoadPeace, City Hall
- Safer London/Empower, SE1
- Sentencing Council, City Hall
- Sisters for Change, City Hall
- Skye Alexander House, City Hall
- Slater Gordon LLP
- Solace Women's Aid, NW6
- Solace Women's Aid, N3
- Stay Safe East, E15

- St Mungo's, SW1
- Supporting Justice, City Hall
- Survivors Against Terror, City Hall
- Suzy Lamplugh Trust, SE1
- Tell Mama, City Hall
- The Josh Hanson Charitable Trust, NW9
- The Survivors Trust, City Hall (Aurora, Haven, ICAP, Into The Light, One In Four, Respond, Survivors Of Abuse, Survivors Together, Survivors UK)
- Through Unity, City Hall
- Victim Support Centre, EC1
- Why-Me, City Hall
- Women's Centre – Hibiscus Initiatives visit, Holloway
- Witness Care Unit, Holborn

Presentations given, and events spoken at:

- 10,000 Volts Event for Families who have Lost A Loved One to Homicide, Old Bailey
- Amend the Rape Law, Portcullis House
- APCC/NPCC Summit - Lightning Talk, E1
- AVA seminar on the Domestic Abuse Bill, SE11
- Barnardo's Parliamentary Reception, Portcullis House
- CGI/Crest Problem Solving Domestic Abuse Roundtable, Vauxhall
- CVE Programme Event, New Scotland Yard
- Enhancing Community Safety Through Effective Local Policing event, EC1
- International VSE conference, Stockholm
- Knife Crime Summit, NW1 – (attendees included Chief Executives, Council Leaders, Community Representatives, Ben Kinsella Trust, St Giles Trust, Flavasum Trust, NHS England and knife crime campaigners)
- Launch of Institute for Global City Policing, City Hall
- LET Roundtable, W1 (attendees included Victim Support, NHS, Red Cross, Rugby Portobello Trust, London Community Foundation, Kensington and Chelsea Foundation, Clement James Centre and Critical Incidents UK)
- Networking event with victims' groups regarding funding, City Hall
- NO2H8 Awards, W1
- Roundtable on domestic abuse as a driver to women's offending, EC4
- Roundtable - Problem Solving Domestic Abuse, E1
- Safe Reporting Roundtables, SE1 (x2) – Latin American Womens Rights Service (LAWRS), Rights of Women, Women's Aid, Muslim Women's Network UK, Southall Black Sisters, Alliance for Women and Girls at Risk and Women's Resource Centre
- Sisters for Change Roundtable, W1
- Stalking Roundtable, House of Commons

- Soft Launch of the SV Triage Pilot, West London (South London Rape Crisis Centre, The Nia Project, GALOP, Survivors UK, Solace Women's Aid, the Rape and Sexual Abuse Support Centre and Kings College NHS Foundation Trust)
- Supporting Victims of Crime in their Journey through the Criminal Justice System, WC2
- Survivors Roundtable - Foundation4Peace, City Hall – (organised by Tim Parry Jonathan Ball Peace Foundation)
- Tackling Youth Violence Network, N4
- Talking to young girls vulnerable to exploitation, Lilian Bayliss school, Vauxhall
- Tell Mama Reception meeting victims of Hate Crime, SW1
- VAWG Support to victims' workshop, City Hall
- VAWG Strategy Launch – The Royal Central School of Speech and Drama, NW3
- Victim Support - Victims of Terrorism Reception, Speakers Room, Westminster
- Victims Law Roundtable, Portcullis House
- Victims Panel - Strategy Roundtable, Whitehall
- Victims' Rights Roundtable, WC1
- Violent Crime Summit, City Hall
- Westminster Insight's Domestic Abuse Forum, WC1

Protecting embassies

Question No: 2018/3474

[Susan Hall](#)

For the financial years 2015/16, 2016/17, 2017/18 and the current year so far, what is the cost to the Met of protecting embassies and cost returned

Protecting embassies

[The Mayor](#)

Last updated: 07 December, 2018

The cost to the MPS was, and is, zero. The cost of Embassy Protection is covered by the Protective Security Grant provided by the Office of Security and Counter Terrorism. We do not comment on the details of how that grant is broken down for security reasons.

Overseas police deployments

Question No: 2018/3475

[Susan Hall](#)

For the financial years 2015/16, 2016/17, 2017/18 and the current year so far, what is the total cost of overseas police deployments

Overseas police deployments

[The Mayor](#)

Last updated: 07 December, 2018

Due to security implications, this level of information cannot be released.

Contracting out services

Question No: 2018/3476

[Susan Hall](#)

For the financial years 2015/16, 2016/17, 2017/18 and the current year so far, what is the how much the Met has spent on contracting out services

Contracting out services

[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Contracting out services

[The Mayor](#)

Last updated: 23 March, 2020

The following contracts have been selected for reporting in the context of 'contracting out'. The definition used is as follows;

- Services contracts
- Services which may have been delivered by the MPS
- Services delivered directly or with a large proportion of services delivered by the Tier 1 provider (primary supplier or managed service provider)
- Over a value of £5m

| Supplier Name | Services | 2015-16 | 2016-17 | 2017-18 | 2018-19 | 2019/20 (Q1) | 2019/20 (Q2) |
|----------------------------------|------------------------|----------------|----------------|----------------|----------------|--------------|--------------|
| Babcock Critical Services Ltd MA | Maintenance and Repair | £25,084,352.11 | £25,652,211.98 | £26,159,384.24 | £29,484,960.55 | £5,697,705 | £5,689,829 |
| Babcock Vehicle Engineering Ltd | Vehicle Equipping | £7,372,712.51 | £7,909,634.24 | £7,768,238.86 | £7,081,460.12 | £1,450,322 | £4,320,629 |
| DHL Supply Chain Ltd | Clothing | £845,224.00 | £11,322,702.90 | £12,903,758.12 | £10,808,817.11 | £3,308,343 | £4,402,160 |

GREATER LONDON AUTHORITY

LONDON ASSEMBLY

| | | | | | | | |
|------------------------------------|-------------------------|-----------------------|-----------------------|------------------------|------------------------|----------------|-------------|
| Elior UK PLC | Catering | £0.00 | £560.00 | £4,088,570.39 | £1,781,562.54 | £468,206 | £668,463 |
| LGC Ltd | Forensic Science | £6,296,121.60 | £6,265,211.17 | £12,861,295.03 | £44,685.90 | n/a | n/a |
| Eurofin Services Forensic Services | Forensic Science | £0.00 | £0.00 | £9,975,522.20 | £17,695,105.89 | £2,815,518 | £2,088,848 |
| Kellogg Brown And Root Ltd | Facilities Management | £5,144,323.94 | £5,025,310.60 | £5,416,683.76 | £5,368,124.33 | £1,818,227 | £1,685,963 |
| Mass Consultants Ltd | Digital Forensics | £0.00 | £0.00 | £2,310,496.29 | £2,854,055.55 | £506,232 | £791,173 |
| Optima Health | Occupational Health | £0.00 | £0.00 | £6,285,193.80 | £7,577,482.39 | £1,896,453 | £2,016,633 |
| Shared Services Connected Ltd | Shared Services Support | £18,638,314.43 | £40,818,041.84 | £70,199,461.02 | £43,521,702.76 | £32,747,162.75 | £14,111,930 |
| Yearly Totals | | £63,381,048.59 | £96,993,672.73 | £157,968,603.71 | £126,217,957.14 | n/a | n/a |

Hit and runs**Question No: 2018/3477**[Susan Hall](#)

For each of the years Nov 15 to Oct 16, Nov 16 to Oct 17 and Nov 17 to Oct 18 what is the number of hit and runs and number of resulting deaths, serious and minor injuries

Hit and runs[The Mayor](#)

Last updated: 07 December, 2018

| Fatal | Serious | Minor |
|--------------|----------------|--------------|
|--------------|----------------|--------------|

| | | | |
|------------------------|----|----|------|
| JAN 17 – OCT 17 | 12 | 10 | 5918 |
| NOV 17 – OCT 18 | 21 | 25 | 6790 |

Please see above the requested data for the period specified and broken down by the severity of the victim's injury.

Please note that data before November '16 is not available due to it being stored on a separate system that does not report if collisions where Hit and run cases, any reporting before November 16 would require manual search

Bad driving

Question No: 2018/3478

[Susan Hall](#)

For each of the years Nov 15 to Oct 16, Nov 16 to Oct 17 and Nov 17 to Oct 18 what is the number of people reporting bad driving online and how many complaints have been dealt with

Answer for Bad driving

[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Bad driving

[The Mayor](#)

Last updated: 24 May, 2019

Please see below details outlining the number of allegations received from members of the public since the inception of the on-line reporting facility:

- November 2016 to October 2017 – 3,286
- November 2017 to October 2018 – 6,146

Please note that the online reporting facility was implemented by the MPS in October 2016. All reports are subject to an initial triage, which ensure that there is supporting evidence of the alleged traffic offence. All reports are assessed by the police and if there is sufficient evidence to progress, a Notice of Intended Prosecution will be issued to the registered keeper.

Dash cam footage

Question No: 2018/3479

[Susan Hall](#)

For each of the years Nov 15 to Oct 16, Nov 16 to Oct 17 and Nov 17 to Oct 18 how many pieces of dash cam footage has been submitted?

Answer for Dash cam footage[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Dash cam footage[The Mayor](#)

Last updated: 21 May, 2019

The MPS receives dash cam footage from members of the public in support of allegations of bad driving and collision investigations. Unfortunately, the records relating to this are not reported separately and we are therefore unable to quantify the total number of times dash cam footage has been submitted.

Mental health arrests**Question No: 2018/3480**[Susan Hall](#)

For each of the years Nov 15 to Oct 16, Nov 16 to Oct 17 and Nov 17 to Oct 18 how many arrests were made and how many of these involved a mental health issue?

Answer for Mental health arrests[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Mental health arrests[The Mayor](#)

Last updated: 25 June, 2019

Please see attached the requested data for the period specified. This data set comprises of detainees that answered "Yes" to the Risk Assessment MH question in custody.

This data only gives a snapshot of mental health demand, as the data sets only covers those arrested that have disclosed a mental health need. This data does not cover the large volume of calls related to mental health that police officers will deal with by other means than arrest. This also does not show the number of victims and members of the public with mental health needs that the MPS deal with daily.

In February 2018, the Mayor allocated additional investment to the MPS. As a result, an additional £12 million is available to the MPS over four years, to improve the response to mental health and reduce the impact on capacity. In addition, dedicated mental health teams have been rolled out across London, providing a significant uplift in dedicated mental health resource, with 12 sergeants and 62 officers replacing the previous 32 Mental Health Liaison Officers.

Serious sexual offences**Question No: 2018/3481**[Susan Hall](#)

For each of the years Nov 15 to Oct 16, Nov 16 to Oct 17 and Nov 17 to Oct 18 how many serious sexual offences were committed?

Serious sexual offences[The Mayor](#)

Last updated: 07 December, 2018

| Month Year | Serious Sexual Offence | Rape |
|-----------------|------------------------|-------|
| Nov 15 - Oct 16 | 2,686 | 6,139 |
| Nov 16 - Oct 17 | 2,835 | 6,862 |
| Nov 17 - Oct 18 | 2,735 | 7,171 |

Please see above the requested volumes for the period specified.

It should be noted that any increase in recorded sexual offending has been impacted by both the HMCFRS report into crime data integrity released in November 2014 and the launch of operation Yewtree.

The crime survey for England & Wales also reports no increase in the prevalence of sexual offences during the last 10 years. ONS recommend CSEW as the most robust measure of crime in England and Wales.

Managed sex offenders 1**Question No: 2018/3482**[Susan Hall](#)

From January 2016, please provide a monthly breakdown of the number of managed sex offenders (broken down by risk level), the number of visits (include attempted) the number of failed visits and the number of late visits?

Managed sex offenders 1[The Mayor](#)

Last updated: 07 December, 2018

Please find attached Appendix A that provides the number of managed sex offenders broken down by risk level, number of visits (actual and negative) and month for the last three years. Please note there are separate tabs for 2016, 2017 and 2018.

Managed Sex Offenders 2**Question No: 2018/3483**[Susan Hall](#)

From January 2016, please provide a monthly breakdown of the number of managed sex offenders who have breached conditions

Answer for Managed Sex Offenders 2[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Managed Sex Offenders 2[The Mayor](#)

Last updated: 07 December, 2018

There are two different types of breach:

1. Breach of Notification Requirements – Where an offender fails to comply with the legal requirements outlined as part of their registration processes.
2. Breach of Sexual Harm Prevention Orders – Prohibitive measures that are applied by the court to help police manage the risks these offenders present. E.g. For an offender convicted of indecent images- they may have a prohibition that requires them not to delete internet history and to allow police to place monitoring software on their devices.

Please see the below tables for the number of registered sexual offenders that have either breached requirements or a court order:

| Breached notification requirements | Breached a court order | |
|---|-------------------------------|-------------|
| | 2016 | 2017 |
| Jan | 3 | 13 |
| Feb | 11 | 6 |
| March | 7 | 17 |
| April | 5 | 6 |
| May | 8 | 9 |
| June | 10 | 6 |
| July | 7 | 11 |
| Aug | 14 | 5 |
| Sept | 5 | 1 |
| Oct | 13 | 7 |
| Nov | 10 | 6 |
| Dec | 9 | 8 |

RSOs 1**Question No: 2018/3484**[Susan Hall](#)

For the financial years 2015/16, 2016/17 and 2017/18, please provide the number of Registered Sex Offenders?

RSOs 1[The Mayor](#)

Last updated: 07 December, 2018

Please see the below table for the number of Registered Sex Offenders for the last 3 financial years.

This information is collected and reported to the public through the MAPPA Annual Report.

| Financial year | Number of Registered Sex Offenders |
|----------------|------------------------------------|
| FY 15/16 | 7065 |
| FY 16/17 | 5955 |
| FY 17/18 | 6317 |

RSOs 2**Question No: 2018/3485**[Susan Hall](#)

For the current number of registered sex offenders, please provide a breakdown of their status, e.g. in custody or out of the country.

RSOs 2[The Mayor](#)

Last updated: 07 December, 2018

Please see the below table for a breakdown of status for current registered sexual offenders.

| RSO Status | No. |
|------------------------------|------|
| Living Abroad | 278 |
| Deported | 1460 |
| Compliant with Police | 6185 |
| Deceased | 19 |
| In Prison | 2247 |
| In Hospital (By Court Order) | 147 |
| Not Yet Registered* | 49 |
| Reactive Management** | 225 |
| Wanted or Missing | 248 |

*Offenders have 3 days to register their details with their local police station

**Reactive Management- Where an offender is low risk and they have not come to police notice in three years. Offenders must still comply with notification requirements and register annually if none of their information has changed. Police will monitor their behaviour through intelligence only and will not be actively visiting them in the community. Any significant change in their circumstances that elevates their risk will place them back in active management for a further 3 year period as required.

Sex offences 2

Question No: 2018/3486

[Susan Hall](#)

From January 2016, please provide a monthly breakdown of the number non-recent serious sexual offences reported

Answer for Sex offences 2

[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Sex offences 2

[The Mayor](#)

Last updated: 27 December, 2018

Please find below a table showing the monthly breakdown of the number non-recent serious offences reported from January 2016

| | 2016 | 2017 | 2018 |
|--------------|------|------|------|
| | Jan | Feb | Mar |
| Other Sexual | 75 | 67 | 96 |
| Rape | 156 | 150 | 156 |
| Grand Total | 231 | 217 | 252 |

Sex offences 2

Question No: 2018/3487

[Susan Hall](#)

From January 2016, please provide a monthly breakdown of the number recent serious sexual offences reported

Answer for Sex offences 2

[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Sex offences 2

[The Mayor](#)

Last updated: 27 December, 2018

Please find below a table showing the monthly breakdown of the number of recent serious sexual offences reported from January 2016 to October 2018.

| | 2016 | 2017 | 2018 |
|-------------------------|------|------|------|
| | Jan | Feb | Mar |
| Serious Sexual Offences | 144 | 128 | 148 |
| Rape | 332 | 349 | 387 |
| Grand Total | 476 | 477 | 535 |

Sex offences 3

Question No: 2018/3488

[Susan Hall](#)

For each of the years Nov 15 to Oct 16, Nov 16 to Oct 17 and Nov 17 to Oct 18, please provide a breakdown of the numbers of serious sexual offences against children, the number of these committed by familial and the number committed by non-familial

Answer for Sex offences 3

[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Sex offences 3

[The Mayor](#)

Last updated: 27 December, 2018

Please find below a table showing a breakdown of the numbers of serious sexual offences against children, the number of these committed by familial and the number committed by non-familial for each of the years Nov 15 to Oct 16, Nov 16 to Oct 17 and Nov 17 to Oct 18.

| | nov 15 - oct 16 | nov16 -oct 17 | nov 17 - oct 18 | Grand Total |
|-----------------|-----------------|---------------|-----------------|-------------|
| Familial | Serious Sexual | 280 | 307 | 303 |
| | Rape | 145 | 155 | 160 |
| Intimate/ Other | Serious Sexual | 1345 | 1319 | 1230 |
| | Rape | 1136 | 1084 | 1099 |

Grand Total 2906 2865 2792 8563

Sex offences 4

Question No: 2018/3489

[Susan Hall](#)

For each of the years Nov 15 to Oct 16, Nov 16 to Oct 17 and Nov 17 to Oct 18, please provide a breakdown of the numbers of serious sexual offences against adults, the number of these committed by familial and the number committed by non-familial

Answer for Sex offences 4

[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Sex offences 4

[The Mayor](#)

Last updated: 27 December, 2018

Please find below a table showing a breakdown of the numbers of serious sexual offences against adults, the number of these committed by familial and the number committed by non-familial, for each of the years Nov 15 to Oct 16, Nov 16 to Oct 17 and Nov 17 to Oct 18.

| | | nov 15 - oct 16 | nov16 -oct 17 | nov 17 - oct 18 | Grand Total |
|--------------------|-------------------|--------------------|------------------|--------------------|----------------|
| Familial | Serious Sexual | 250 | 281 | 269 | 800 |
| | Rape | 804 | 809 | 818 | 2431 |
| Intimate/ Other | Serious Sexual | 811 | 928 | 933 | 2672 |
| | Rape | 4054 | 4814 | 5094 | 13962 |
| Grand Total | 5919 | 6832 | 7114 | 19865 | |

Missing children 1

Question No: 2018/3490

[Susan Hall](#)

From January 2016, please can you provide a monthly breakdown of the number of missing children reports, the number that were found and the number that had 'return to home interviews'?

Answer for Missing children 1

[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Missing children 1[The Mayor](#)

Last updated: 07 December, 2018

The monthly totals were obtained from the Merlin live system on 15th November and represent missing person investigations concerning those aged 0-17 years, across all MPS boroughs. The numbers in brackets represent cases that remain 'open' and still under investigation.

Independent return home interviews:

IRHI provision is governed by DfE guidance (2014 Statutory guidance on children who run away or go missing from home or care) which states children who go missing should be offered an IRHI by an independent person (someone not involved in caring for the child) when they return, and the interview carried out within 72 hours of their return. The Metropolitan police do not commission or conduct independent return home interviews (IRHI) and do not hold comprehensive information on their delivery.

Monthly breakdown (Pan-MPS) of Missing Children

Jan

Feb

Mar

Apr

May

June

July

Aug

Sept

Oct

Nov

Dec

Total

Ave per/M

Missing children 2**Question No: 2018/3491**[Susan Hall](#)

From January 2016, please can you provide a monthly breakdown of the number of missing children who are known to not be in school?

Missing children 2[The Mayor](#)

Last updated: 07 December, 2018

The Metropolitan police cannot readily recover the information required to answer this question.

The MPS has recorded 78,226 reports of missing children since January 2016. To determine how many of these cases related to children who were not in alternative provision (e.g. home-schooled or excluded) and who were not attending school during the missing episode would require manual review of all 78,226 reports.

Missing children 3**Question No: 2018/3492**[Susan Hall](#)

From January 2016, please can you provide a monthly breakdown of the number of missing children who are classed as being home schooled?

Missing children 3[The Mayor](#)

Last updated: 07 December, 2018

The Metropolitan police do not hold the information required to answer this question. To ascertain specific cases of missing which also indicated that the child was home-schooled would require free-text searching of many thousands of reports.

Missing persons**Question No: 2018/3493**[Susan Hall](#)

From January 2016, please can you provide a monthly breakdown of the number of missing person reports?

Answer for Missing persons[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Missing persons

[The Mayor](#)

Last updated: 07 December, 2018

Please see below the requested volumes as broken down by month and year for the period specified.

Totals taken from Merlin live system on 15th Nov and totals represent missing person investigations as monthly totals across all MPS boroughs.

Monthly breakdown (Pan-MPS) of Missing since Jan 2016

Jan

Feb

Mar

Apr

May

June

July

Aug

Sept

Oct

Nov

Dec

Total

Ave per/M

Mate crime

Question No: 2018/3494

[Susan Hall](#)

From January 2016, please provide a monthly breakdown of 'mate crimes' (Mate crime is a form of crime in which a perpetrator befriends a vulnerable person with the intention of then exploiting the person financially, physically or sexually)

Mate crime

[The Mayor](#)

Last updated: 07 December, 2018

Vulnerability takes many forms and the exploitation of such vulnerability by individuals with criminal intent can take many forms, from modern slavery (including County Lines type offending) through domestic abuse and the abuse and neglect of vulnerable adults.

There is no legal definition of “mate crime” and the MPS does not maintain records of crime allegations described in these terms.

Domestic violence disclosure scheme

Question No: 2018/3495

[Susan Hall](#)

From January 2016, please can you provide the monthly figures for the number of requests under the domestic violence disclosure scheme and the number of fulfilled requests, along with the average waiting time?

Answer for Domestic violence disclosure scheme

[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Domestic violence disclosure scheme

[The Mayor](#)

Last updated: 20 August, 2019

Please see the attached excel spreadsheet for the monthly figures of requests made under the domestic violence disclosure scheme.

The MPS are unable to provide the average waiting time due to the time and difficulty in obtaining this information.

Vulnerable adults

Question No: 2018/3496

[Susan Hall](#)

From January 2016, please provide a monthly breakdown of the number of violent offences and the number of those which involved a vulnerable adult?

Vulnerable adults

[The Mayor](#)

Last updated: 07 December, 2018

The table below provides a monthly breakdown of the number of violent offences and the number of those which involved a vulnerable adult from January 2016 to the end of October 2018.

| 2016 | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| All | 21,2 | 20,5 | 21,9 | 21,4 | 23,8 | 23,6 | 25,1 | 22,9 | 22,8 | 229 | 217 | 224 |
| Violent Crime | 58 | 01 | 01 | 18 | 32 | 10 | 89 | 08 | 92 | 43 | 74 | 21 |

GREATER LONDON AUTHORITY

LONDON ASSEMBLY

| | | | | | | | | | | | | |
|--------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Vulnerable Victims | 54 | 129 | 196 | 100 | 85 | 104 | 99 | 81 | 150 | 145 | 128 | 99 |
| 2017 | | | | | | | | | | | | |
| All Violent Crime | 21,264 | 20,827 | 25,075 | 23,007 | 25,437 | 26,574 | 27,361 | 24,185 | 24,189 | 26,440 | 25,369 | 23,558 |
| Vulnerable Victims | 87 | 78 | 100 | 77 | 91 | 80 | 88 | 80 | 69 | 93 | 96 | 77 |
| 2018 | | | | | | | | | | | | |
| All Violent Crime | 23,980 | 21,631 | 24,860 | 24,108 | 27,157 | 27,268 | 29,411 | 24,847 | 25,084 | 26,122 | | |
| Vulnerable Victims | 80 | 60 | 69 | 61 | 73 | 83 | 83 | 72 | 85 | 71 | | |

Freud communications**Question No: 2018/3497**[Susan Hall](#)

How much money has the GLA given to Freud communications over the last 5 years, broken down by year, including the budget for the current financial year?

Freud communications[The Mayor](#)

Last updated: 07 December, 2018

Payments made to Freud Communications are as follows:

2016/17: £126,000, a contribution of £37,500 from London & Partners is included in this figure

2017/18: £120,000

2018/19: £48,000

Total: £294,000

Safeguarding**Question No: 2018/3498**[Susan Hall](#)

From January 2016, please provide a monthly breakdown of the safeguarding issues dealt with by the police?

Answer for Safeguarding[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Safeguarding[The Mayor](#)

Last updated: 22 January, 2019

This information is not recorded by the Met Police in this way and so is not available.

Use of force**Question No: 2018/3499**[Susan Hall](#)

Since the use of force form came into effect, please can you provide a monthly breakdown of how many instances of force have been used by the police

Use of force[The Mayor](#)

Last updated: 07 December, 2018

This information can be found on the Met's 'Use of Force' dashboard here:
<https://www.met.police.uk/sd/stats-and-data/met/use-of-force-dashboard/>

Armed police officers**Question No: 2018/3500**[Susan Hall](#)

How is the total number of armed police officers budgeted for and how vacancies are there at the moment?

Answer for Armed police officers[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Armed police officers[The Mayor](#)

Last updated: 08 October, 2019

All Operational Command Units (OCUs) with firearms officers have a total budget. This will comprise a mixture of armed and unarmed roles. The proportion of armed roles is determined by Metropolitan Police Service (MPS) operational planning need.

When I was appointed Mayor in 2016 there were just over 2,000 firearms officers. There are now around 2,800 and the MPS intends to uplift this further to around 3,300.

My Deputy Mayor for Policing & Crime meets regularly with senior MPS officers and has been assured there is currently sufficient operational capacity.

Strip searches

Question No: 2018/3501

[Susan Hall](#)

Since October 2016, please provide the monthly breakdown of how many strip searches were carried out by the Met

Strip searches

[The Mayor](#)

Last updated: 07 December, 2018

The MPS conducts strip-searches after arrest in custody areas. These searches are authorised by a custody officer under s54 Police and Criminal Evidence Act to ascertain what a detainee has with him/her. The power is used primarily to safeguard the detainee and staff (e.g. by securing objects the detainee could use to self-harm or injure an officer).

In the years 2016 - 2018, the MPS conducted 72,541 strip-searches on detainees in custody (approx. 14% of all detainees).

Monthly data cannot be provided further back than April 2017. Data from that date is below:

| Apr-17 | May-17 | Jun-17 | Jul-17 | Aug-17 | Sep-17 | Oct-17 | Nov-17 | Dec-17 |
|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 2,200 | 2,389 | 2,068 | 2,229 | 2,314 | 2,047 | 2,313 | 2,174 | 1,941 |
| Jan-18 | Feb-18 | Mar-18 | Apr-18 | May-18 | Jun-18 | Jul-18 | Aug-18 | Sep-18 |
| 2,161 | 1,955 | 2,075 | 2,187 | 2,255 | 2,032 | 2,129 | 2,180 | 2,014 |

In addition, the MPS conducts strip-searches outside a custody environment under 'Stop & Search' legislation. This data is published on our public-facing website here:

<https://www.met.police.uk/sd/stats-and-data/met/stop-and-search-dashboard/>

Cavalier Communications**Question No: 2018/3502**[Susan Hall](#)

How much money has the GLA given to Cavalier Communications over the last 5 years, broken down by year, including the current financial year?

Cavalier Communications[The Mayor](#)

Last updated: 07 December, 2018

Payments made to Cavalier Communications are as follows, there were no payments made prior to this point as the agency had not been established:

2017/18: £18,693

2018/19: £47,849

Total: £66,541**Outstanding suspects****Question No: 2018/3503**[Susan Hall](#)

For each of the years 2015, 2016, 2017 and the current, please the number of outstanding suspects (defined as suspects added to an investigation without a custody record or given the term 'suspect - interviewed)?

Answer for Outstanding suspects[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Outstanding suspects[The Mayor](#)

Last updated: 17 July, 2019

The table below shows a count of suspects from the crime recording system whereby a proper name has been recorded and there is:

- No custody number recorded,
- elimination recorded,
- or they were interviewed under code G.

The information also includes the number of suspects shown as wanted on the electronic warrant management system.

Please note that the number of outstanding suspects during the most recent year will be heavily impacted by the time elapsed. A number of these reports would still have been at

the early stages of investigation when the data set was extracted from MPS systems. The MPS would expect to see a reduction in this number of outstanding suspects as time progresses.

Therefore, the most recent data would not be directly comparable to the earlier time periods.

| Calendar year | Count |
|--|---------------|
| 2015 | 1,363 |
| 2016 | 1,757 |
| 2017 | 2,328 |
| 2018 (not comparable with previous years) | 11,530 |

Drug related crime

Question No: 2018/3504

[Susan Hall](#)

How many police officers and staff are budgeted for to work on drug related crime? please can you provide a breakdown by rank for police officers and grade for staff?

Drug related crime

[The Mayor](#)

Last updated: 07 December, 2018

Drug related crime potentially encompasses a very wide range of unlawful behaviour from petty to serious organised crime.

All police officers receive training on drug related offences and are expected to tackle such criminality in their day to day duties.

It is not possible to breakdown the specific amount of time, and therefore budget, this entails.

Outstanding warrants

Question No: 2018/3505

[Susan Hall](#)

From January 2016, please can you provide a monthly breakdown of the number of outstanding warrants?

Answer for Outstanding warrants

[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Outstanding warrants[The Mayor](#)

Last updated: 17 July, 2019

Please see the attached spreadsheet. The total numbers of outstanding warrants is the stock at that point in time. For example, the number of outstanding warrants for a specific month would be the number outstanding in total, not just for that month.

Forced entries**Question No: 2018/3506**[Susan Hall](#)

From January 2016, please can you provide a monthly breakdown of the number of forced entries by the Met?

Answer for Forced entries[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Forced entries[The Mayor](#)

Last updated: 07 December, 2018

The MPS have confirmed that the requested data is not retrievable.

Injured Officers**Question No: 2018/3507**[Susan Hall](#)

From January 2016, please can you provide a monthly breakdown of the number of police officers injured when conducting their duties?

Injured Officers[The Mayor](#)

Last updated: 07 December, 2018

The table below shows the number of police officers injured whilst conducting their duties. Note the volume recorded will include a wide spectrum of minor to more serious injuries.

| | | | | | |
|--------|-----|--------|-----|--------|-----|
| Jan-16 | 441 | Jan-17 | 441 | Jan-18 | 352 |
| Feb-16 | 404 | Feb-17 | 448 | Feb-18 | 324 |
| Mar-16 | 366 | Mar-17 | 452 | Mar-18 | 301 |
| Apr-16 | 385 | Apr-17 | 376 | Apr-18 | 320 |

| | | | | | |
|--------------|-------------|--------------|-------------|--------------|-------------|
| May-16 | 469 | May-17 | 441 | May-18 | 361 |
| Jun-16 | 400 | Jun-17 | 451 | Jun-18 | 326 |
| Jul-16 | 456 | Jul-17 | 372 | Jul-18 | 334 |
| Aug-16 | 501 | Aug-17 | 340 | Aug-18 | 330 |
| Sep-16 | 470 | Sep-17 | 346 | Sep-18 | 341 |
| Oct-16 | 500 | Oct-17 | 395 | Total | 2989 |
| Nov-16 | 468 | Nov-17 | 349 | | |
| Dec-16 | 422 | Dec-17 | 335 | | |
| Total | 5282 | Total | 4746 | | |

Murder suspects

Question No: 2018/3508

[Susan Hall](#)

From January 2016, please provide a monthly breakdown of the people arrested for murder with an offensive weapon who have previously been caught carrying a knife?

Murder suspects

[The Mayor](#)

Last updated: 07 December, 2018

The police custody IT system records the offence for which a person has been arrested but there is no searchable field to show whether that offence involved the use or threat of a knife. This would require a manual check of each custody record.

Whilst it would be possible to review crime reports for homicide between January 2016 and November 2018, once all the named suspects arrested were identified, each would then have to be individually checked on the Police National Computer (PNC) to see if they had ever been previously caught for point/blade or offensive weapon possession.

This would mean some 500 plus names would need to be manually searched on PNC to establish if they have previous point/blade or offensive weapon possession offending. It would not be viable or efficient use of police resources for the Met Police to undertake such an extensive amount of work to enable this question to be answered.

Knife crime**Question No: 2018/3509**[Susan Hall](#)

From January 2016, please provide a monthly breakdown of the people arrested for knife crime with injury offenses who have previously been caught carrying a knife?

Knife crime[The Mayor](#)

Last updated: 07 December, 2018

The police custody IT system records the offence for which a person has been arrested but there is no searchable field to show whether that offence involved the use or threat of a knife. This would require a manual check of each custody record.

Whilst it would be possible to review crime reports for knife flagged offences,

once all the named suspects were identified, each would then have to be individually checked on the Police National Computer (PNC) to see if they had ever been previously caught for point/blade or offensive weapon possession.

In 2016 alone, there were 3,904 knife flagged offences with arrested suspects. Each of those names would need to be manually searched on PNC to establish if they have previous point/blade or offensive weapon possession offending. It would not be viable for the Met Police to undertake such an extensive amount of work to enable this question to be answered.

Outstanding police officer rest days**Question No: 2018/3510**[Susan Hall](#)

From January 2016, please provide a monthly breakdown of outstanding police officer rest days

Outstanding police officer rest days[The Mayor](#)

Last updated: 07 December, 2018

The duties management system, known as CARM, can only produce a 'live balance'.

Retrospective data is only available on specific dates when a particular request has been made. This has occurred on four previous occasions this year.

Date Outstanding rest days

11/04/2018 184,337

31/05/2018 188,965

11/07/2018 191,258

08/08/2018 184,426

14/11/2018 189,185

Note that the cancelling and re-rostering of rest days is one of the key ways police forces manage demand and the process is set down in police regulations.

As such there will always be an outstanding balance as rest days are cancelled and later re-rostered.

Kidnappings

Question No: 2018/3511

[Susan Hall](#)

From January 2016, please provide a monthly breakdown of kidnappings

Kidnappings

[The Mayor](#)

Last updated: 07 December, 2018

Please see attached Appendix A with the requested monthly breakdown of offences that could be categorised as kidnappings for the period specified.

Please read the notes tab for full home office classification breakdown.

This is correct as of the 14/11/2018 when the data was extracted.

Hostage taking

Question No: 2018/3512

[Susan Hall](#)

From January 2016, please provide a monthly breakdown of hostage taking situations

Answer for Hostage taking

[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Hostage taking

[The Mayor](#)

Last updated: 03 June, 2019

We are unable to collate this data accurately as it is not stored in this way.

Police custody**Question No: 2018/3513**[Susan Hall](#)

Please provide the number of people held in police custody in each of the years September 15 to October 16; September 16 to October 17; and September 17 to October 18 broken down by the following amounts of time in custody:

- 0-12 hours
- 12-24 hours
- 24-48 hours
- 48+ hours

Police custody[The Mayor](#)

Last updated: 07 December, 2018

The existing MPS custody package does not record the total time a detainee spends in detention.

There is a facility on the system for custody officers to record the amount of detention time used, to ensure that their detention 'clock' restarts from the point it stopped (preventing detention beyond the total permissible period). However, this is only likely to be used where a detainee is expected to return on bail (and so excludes detainees NFA'd or Released Under Investigation).

Using this facility, the average period of detention per detainee, October 2017 to October 2018 was 15.5 hours. This figure needs to be treated with caution.

All persons in police custody must be dealt with expeditiously and released as soon as the need for detention no longer applies.

Police Custody 2**Question No: 2018/3514**[Susan Hall](#)

For each of September 15 to October 16, September 16 to October 17 and September 17 to October 18, what were the number of illegal detentions for the following time periods:

- 0-12 hours
- 12-24 hours
- 24-48 hours
- 48+ hours

Police Custody 2[The Mayor](#)

Last updated: 29 November, 2018

The number of civil litigations settled where unlawful detention formed part of the claim for the date periods requested are as follows:

01/10/2015 – 30/09/2016: Total = 124**01/10/2016 – 30/09/2017: Total = 90****01/10/2017 – 30/09/2018: Total = 120**

The MPS do not collate data broken down by individual time periods within custody therefore the requested data cannot be provided.

Police Custody 2[The Mayor](#)

Last updated: 29 November, 2018

The number of civil litigations settled where unlawful detention formed part of the claim for the date periods requested are as follows:

01/10/2015 – 30/09/2016: Total = 124**01/10/2016 – 30/09/2017: Total = 90****01/10/2017 – 30/09/2018: Total = 120**

The MPS do not collate data broken down by individual time periods within custody therefore the requested data cannot be provided.

Charged and NFA**Question No: 2018/3515**[Susan Hall](#)

From January 2016, for each major crime type please provide a monthly breakdown of the number of arrests, the number of these charged and the number of NFA

Answer for Charged and NFA[The Mayor](#)

Last updated: 07 December, 2018

Officers are drafting a response

Charged and NFA[The Mayor](#)

Last updated: 13 December, 2019

Following the introduction of legislation relating to bail and the introduction of Released Under Investigation (RUI), it is not currently possible for the MPS to provide the requested

data using a singular data system. The MPS inform me that it would require bespoke analysis of various datasets in order to provide an accurate account of the number of arrests and the resulting disposal. Unfortunately it would not be proportionate to undertake such analysis.

Immigration offences detected

Question No: 2018/3516

[Susan Hall](#)

From January 2016, please provide a monthly breakdown of the number of immigration offences detected and arrests made by the Met?

Immigration offences detected

[The Mayor](#)

Last updated: 29 November, 2018

Please see attached Appendix A which include the requested data. This data is taken directly from MPS custody records and covers the period specified.

The offences counted relate to one or more of the following classifications:

Police time

Question No: 2018/3517

[Susan Hall](#)

From January 2016, please can you provide a monthly breakdown of the amount of police time and cost spent taking someone to a health service such as A&E?

Police time

[The Mayor](#)

Last updated: 29 November, 2018

Metropolitan Police Service (MPS) data systems do not record the amount of time police officers spend taking members of the public to hospitals.

Safer Neighbourhood Panels**Question No: 2018/3518**[Susan Hall](#)

Since May 2016 please provide a list of Safer Neighbourhood Panels that have taken place and list of Safer Neighbourhood Panels that a MOPAC representative has attended?

Safer Neighbourhood Panels[The Mayor](#)

Last updated: 30 November, 2018

Officers are drafting a response

Safer Neighbourhood Panels[The Mayor](#)

Last updated: 07 December, 2018

As you will be aware, ward panels are an MPS engagement mechanism that operates at the hyper local level. MOPAC is not represented at these meetings, which are attended by MPS officers, and the MPS does not maintain a list of the panel meetings that have been held.

MOPAC Boroughs**Question No: 2018/3519**[Susan Hall](#)

Does MOPAC have staff/SPOCS that focus on the Boroughs, if so, what roles?

MOPAC Boroughs[The Mayor](#)

Last updated: 30 November, 2018

Officers are drafting a response

MOPAC Boroughs[The Mayor](#)

Last updated: 18 February, 2019

Working in partnership is central to keeping Londoners safe and reducing crime and disorder in London. The role of the MOPAC Borough Single Point of Contact (SPOC) is incredibly important and enables my team to maintain effective relationships with our key partners and to provide advice and support on key programmes of work, such as the London Crime Prevention Fund. Given the importance of this function, the SPOC role has been allocated across staff within the Strategy and Criminal Justice Commissioning Directorates. The role of SPOC is undertaken as an addition to a staff member's main job role.

Unfilled vacancies police officers**Question No: 2018/3520**[Susan Hall](#)

How many unfilled vacancies for warranted Met police officers there have been each year since 2008? Please can you provide a monthly breakdown?

Unfilled vacancies police officers[The Mayor](#)

Last updated: 30 November, 2018

Unfilled vacancies police officers[The Mayor](#)

Last updated: 17 December, 2018

Officers are drafting a response

Police underspend/overspend**Question No: 2018/3521**[Susan Hall](#)

What has annual Met's staffing budget for warranted officers underspend/overspend been since the financial year April 2008 to March 2009?

Police underspend/overspend[The Mayor](#)

Last updated: 30 November, 2018

Officers are drafting a response

Police underspend/overspend[The Mayor](#)

Last updated: 22 January, 2019

Details of police officer spend against budget are published as part of the Statement of Accounts. These can be found here:

Financial Years 2011/2012-2017/2018: <https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/about-mayors-office-policing-and-crime-mopac/our-finances#acc-i-42784>

Financial Years 2008/2009-2010/2011:
<http://policeauthority.org/metropolitan/publications/accounts/index.html>

National Police Allocation Formula**Question No: 2018/3522**[Susan Hall](#)

Has the proportion compared to other forces of funding allocated to the Met by the National Police Allocation Formula changed since 2008?

National Police Allocation Formula[The Mayor](#)

Last updated: 28 November, 2018

There has not been any significant change in the proportion of funding allocated to the Met by the Police Funding Formula in recent years at roughly a quarter of national funding. Home Office data on police funding can be found here.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/725767/police-funding-england-and-wales-2015-to-2019-hosb1318.pdf

However, following an independent review reporting to the Home Secretary, Sir Richard Mottram recommended that the MPS receive £374m per year through the National and International Capital City (NICC) Grant. In 2015 the then Home Secretary choose not to fully implement this recommendation and the MPS receives only £174m per year in NICC funding.

As a result of Government cuts the Metropolitan Police have been forced to make savings of £720m over recent years with a further £325m savings required by 2021.

Crimes committed against homeless**Question No: 2018/3523**[Susan Hall](#)

For each of the years Nov 15 to Oct 16, Nov 16 to Oct 17 and Nov 17 to Oct 18, please can you provide the number of crimes committed against homeless people broken down by major crime type?

Crimes committed against homeless[The Mayor](#)

Last updated: 28 November, 2018

Please see attached Appendix A with the requested data by offences type for the period specified. Please be sure to read the notes section of the spreadsheet to better understand how this information was obtained and the process behind it.

Homeless**Question No: 2018/3524**[Susan Hall](#)

For each of the years Nov 15 to Oct 16, Nov 16 to Oct 17 and Nov 17 to Oct 18, please can you provide the number of homeless found deceased on the streets?

Homeless[The Mayor](#)

Last updated: 28 November, 2018

The figure of the number deaths of rough sleepers and former rough sleepers is not currently routinely collected, though the Bureau of Investigative Journalism recently published their findings that 449 people died last year (Oct 17-Oct 18). In my Rough Sleeping Plan of Action, we call on councils to undertake a safeguarding adults review following the death of any rough sleeper. The Office of National Statistics have recently announced that they will produce their own experimental statistics by the end of 2018.

ULEZ Police Costs 1**Question No: 2018/3526**[Tony Arbour](#)

Please can you provide the expected yearly cost of ULEZ to the police from its launch up to and including 2025?

Answer for ULEZ Police Costs 1[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

ULEZ Police Costs 1[The Mayor](#)

Last updated: 25 June, 2019

Unlike most fleets, it is not possible to predict when emergency vehicles will be required. Therefore, TfL have worked closely with each emergency service, including the Met Police, on a specific memorandum of understanding that outlines how they intend to comply with the Ultra Low Emission Zone (ULEZ), taking into account their unique circumstances.

This arrangement is time limited akin to the sunset period offered to residents and disabled vehicles and applies to specialist and emergency response vehicles. It also includes a commitment to deliver 550 zero emission capable vehicles and 600 charging points across their estate by 2020 and to work towards the following:

- All cars in its general purpose fleet will be zero emission capable by 2025;
- All new cars and vans (less than 7.5 tonnes), including response vehicles, will be zero emission capable from 2025;

- All heavy vehicles (greater than 7.5 tonnes) will be zero emission capable or fossil fuel-free from 2030 at the latest;
- All vehicles will be zero emission by 2050 at the latest.

As a result, the Met forecast that costs arising from the ULEZ and its expansion will amount to £4,500 by 2023.

ULEZ Police Costs 2

Question No: 2018/3527

[Tony Arbour](#)

Please can you provide the expected yearly cost of the expanded ULEZ to the police from its launch up to and including 2025?

Answer for ULEZ Police Costs 2

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

ULEZ Police Costs 2

[The Mayor](#)

Last updated: 25 June, 2019

Unlike most fleets, it is not possible to predict when emergency vehicles will be required. Therefore, TfL have worked closely with each emergency service, including the Met Police, on a specific memorandum of understanding that outlines how they intend to comply with the Ultra Low Emission Zone (ULEZ), taking into account their unique circumstances.

This arrangement is time limited akin to the sunset period offered to residents and disabled vehicles and applies to specialist and emergency response vehicles. It also includes a commitment to deliver 550 zero emission capable vehicles and 600 charging points across their estate by 2020 and to work towards the following:

- All cars in its general purpose fleet will be zero emission capable by 2025;
- All new cars and vans (less than 7.5 tonnes), including response vehicles, will be zero emission capable from 2025;
- All heavy vehicles (greater than 7.5 tonnes) will be zero emission capable or fossil fuel-free from 2030 at the latest;
- All vehicles will be zero emission by 2050 at the latest.

As a result, the Met forecast that costs arising from the ULEZ and its expansion will amount to £4,500 by 2023.

Smaller builders**Question No: 2018/3528**[Tony Devenish](#)

In view of recent comments from the Federation of Master Builders (FMB), that growth among London's smaller construction firms is static, what more can the Mayor do to help this sector?

Answer for Smaller builders[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Smaller builders[The Mayor](#)

Last updated: 07 December, 2018

My London Housing Strategy and draft London Plan set out how I am helping small and medium sized builders, including by: amending the Mayoral Community Infrastructure Levy policy so that small and medium sized builders can pay less upfront, improving cashflow; encouraging boroughs to support smaller builders by taking commuted payments for affordable housing prior to the occupation of homes, rather than prior to commencement of development; and helping to bring forward small publicly owned sites specifically for smaller builders through my Small Sites, Small Builders programme.

However, the uncertainty caused by Brexit, and the threat of a bad or no deal, continues to pose a significant threat to smaller builders. I have been clear it is essential the Government delivers a deal that does not threaten London's homebuilding efforts, including an Immigration Bill that does not prevent homebuilders from continuing to recruit EU workers.

Housing Zones (1)**Question No: 2018/3529**[Tony Devenish](#)

Please provide an update on the number of homes started and completed in each of the 30 housing zones, in each financial year since they were established.

Answer for Housing Zones (1)[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Housing Zones (1)[The Mayor](#)

Last updated: 21 May, 2019

The total number of starts and completions recorded within the 30 Housing Zones are detailed in the tables below:

Starts

| Housing Zone | 2015-16 | 2016-17 | 2017-18 |
|---|----------------|----------------|----------------|
| Abbey Wood and South Thamesmead | 0 | 0 | 525 |
| Abbey Wood, Plumstead and Thamesmead | 0 | 0 | 66 |
| Alperton | 27 | 130 | 168 |
| Barking Town Centre | 270 | 407 | 726 |
| Blackhorse Road and Northern Olympic Fringe | 341 | 208 | 822 |
| Brixton Central - Central Core Area | 7 | 71 | 37 |
| Canada Water | 1042 | 115 | 81 |
| Catford | 4 | 193 | 33 |
| Clapham Junction to Battersea Riverside | 152 | 191 | 275 |
| Edgware Road | 22 | 18 | 812 |
| Feltham Town Centre | 55 | 0 | 0 |
| Hayes Town Centre | 529 | 60 | 96 |
| Heart of Harrow | 555 | 844 | 57 |
| Hounslow Town Centre | 155 | 1559 | 37 |
| Ilford | 68 | 638 | 22 |
| Kingston Housing Zone | 0 | 31 | 2 |
| Morden Town Centre | 0 | 1 | 0 |
| Old Kent Road & Peckham | 403 | 56 | 19 |
| Poplar Riverside | 1793 | 710 | 1696 |
| Rainham and Beam Park | 11 | 483 | 63 |
| Romford | 180 | 213 | 60 |
| Southall | 59 | 173 | 1311 |
| Sutton One | 1015 | 834 | 27 |
| Tottenham | 96 | 808 | 821 |
| Wembley | 1102 | 664 | 1418 |
| Grand Total | 7,886 | 8,407 | 9,174 |

Completions

| Housing Zone | 2015-16 | 2016-17 | 2017-18 |
|---------------------------------|----------------|----------------|----------------|
| Abbey Wood and South Thamesmead | 31 | 0 | 0 |

GREATER **LONDON** AUTHORITY**LONDON** ASSEMBLY

| | | | |
|---|--------------|--------------|--------------|
| Alperton | 124 | 29 | 7 |
| Barking Town Centre | 249 | 109 | 197 |
| Blackhorse Road and Northern Olympic Fringe | 340 | 281 | 438 |
| Brixton Central - Central Core Area | 7 | 0 | 0 |
| Canada Water | 220 | 312 | 17 |
| Catford | 4 | 218 | 8 |
| Clapham Junction to Battersea Riverside | 161 | 95 | 135 |
| Edgware Road | 16 | 21 | 3 |
| Feltham Town Centre | 0 | 34 | 0 |
| Hayes Town Centre | 0 | 337 | 1 |
| Heart of Harrow | 436 | 335 | 390 |
| Hounslow Town Centre | 32 | 491 | 279 |
| Ilford | 110 | 71 | 8 |
| Kingston Housing Zone | 0 | 0 | 2 |
| Morden Town Centre | 1 | 0 | 1 |
| Old Kent Road & Peckham | 67 | 208 | 133 |
| Poplar Riverside | 897 | 1155 | 627 |
| Rainham and Beam Park | 280 | 0 | 6 |
| Romford | 572 | 171 | 82 |
| Southall | 196 | 110 | 122 |
| Sutton One | 81 | 309 | 381 |
| Tottenham | 453 | 254 | 115 |
| Wembley | 20 | 545 | 639 |
| Grand Total | 4,296 | 5,085 | 3,591 |

Housing Zones (2)**Question No: 2018/3530**

[Tony Devenish](#)

How many homes do you expect to be started and completed in each of the 30 housing zones, in each year up until 2024?

Answer for Housing Zones (2)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Housing Zones (2)

[The Mayor](#)

Last updated: 07 December, 2018

Given the nature of housing zones, the profile of starts and completions will vary over time.

Housing Zones (3)

Question No: 2018/3531

[Tony Devenish](#)

Please advise on whether there is scope to increase the number of homes in each of the 30 housing zones, and if so by how much.

Answer for Housing Zones (3)

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Housing Zones (3)

[The Mayor](#)

Last updated: 07 December, 2018

There will be scope to deliver additional homes in Housing Zones over the coming years, and details of how many homes this involves will become clear as individual schemes within each zone progress.

Land Holdings (1)

Question No: 2018/3532

[Tony Devenish](#)

With the private sector increasingly seeing the value in their land banks and getting building, as for example shopping Centre owner Intu, are you concerned that, with over 5,700 acres, TfL and further GLA land holdings may fall in value?

Land Holdings (1)

[The Mayor](#)

Last updated: 28 November, 2018

There is huge demand for land in London to be brought forward for development, and I want to see as much private sector land released for housing as possible, alongside public sector land, including that held by the GLA, TfL and other GLA group members. The value of individual sites brought forward for development will generally be determined through competitive disposal, and over time the land value will fluctuate as a result of a range of macro-economic factors and local circumstances.

Land Holdings (2)**Question No: 2018/3533**[Tony Devenish](#)

What research are you undertaking on the total asset value of your unbuilt-out land holdings?

Land Holdings (2)[The Mayor](#)

Last updated: 28 November, 2018

The property assets of the GLA are revalued at the end of each financial year.

Mayor's Fund for London**Question No: 2018/3535**[Tony Devenish](#)

The appointment of Kirsty McHugh , as Chief Executive of the Mayor's Fund for London appears to be the norm. A former Labour Party Borough councillor. Please list all your appointments since May 2016 clearly marking those who have served as an elected Labour councillors

Answer for Mayor's Fund for London[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Mayor's Fund for London[The Mayor](#)

Last updated: 28 January, 2019

Please see my answer to Mayor's Question 2019/0476.

Information on whether appointments have served as councillors is not monitored as part of the appointment process.

The appointment of the Chief Executive of the Mayor's Fund for London is a matter for the trustees of the charity.

NHS spending**Question No: 2018/3536**[Tony Devenish](#)

With the UK Government increasing NHS expenditure substantially, (23% of Government spending at the beginning of the decade and is set to rise to 39%) what practical steps can the Mayor assist to enable NHS London to be more efficient learning from London Councils best practice ?

Answer for NHS spending[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

NHS spending[The Mayor](#)

Last updated: 27 December, 2018

Your data illustrates how the NHS has increased as a proportion of total public spending during a period of funding reductions in most other departmental budgets. The government has recognised the financial pressures on NHS services, and identified additional investment over the next few years.

In my manifesto I made clear my commitment to champion and challenge the NHS. I have developed and published six tests for any future NHS plans. Proposals should take into account a) the full financial impacts on local authority services (including social care) of new models of healthcare, and b) the funding challenges they are already facing. Sufficient investment must also be made available from Government to support the added burden on local authorities and primary care.

London's local authorities have a wealth of experience in delivering services in an efficient way that delivers the best value for Londoners and I support closer working between the NHS and local authorities.

Self-employed Londoners**Question No: 2018/3537**[Tony Devenish](#)

What support is the Mayor providing to self-employed Londoners in navigating what can be seen as complex regulations by HMRC and will how will he support the Loan Charge Action Group in their campaign?

Answer for Self-employed Londoners[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Self-employed Londoners[The Mayor](#)

Last updated: 22 January, 2019

The London Growth Hub, my online business portal provides information on over 500 business support schemes available in the capital, alongside other resources such as factsheets on 'setting up in business as a sole trader' and 'choosing the right legal business structure'. In 2019 the London Growth Hub will deliver a face to face programme across

London, to support start-ups and existent businesses to increase their capacity and capability to manage and grow their business.

My position on tax avoidance both by corporations and individuals is clear, it is unacceptable. However, I call on the Government to provide the necessary support to self-employed/contractors such as nurses and care professionals, where it has been proven that they were coerced into being paid through loan schemes by agencies or employers.

Electric Scooters

Question No: 2018/3538

[Tony Devenish](#)

With electric scooters about to be rolled out in London will the Mayor use both his TFL and Health roles to ensure scooter fleet owners include private medical insurance as part of their offer to avoid a spike in NHS demand?

Electric Scooters

[The Mayor](#)

Last updated: 28 November, 2018

The only deployment of electric scooters that has taken place in London is on private land along a route in the Olympic Park. This is part of a trial operated by a third party, which has been agreed by the London Legacy Development Corporation.

Under current legislation, electric scooters are not legal for use on public roads and pavements. The Olympic Park pilot will be monitored closely to ensure that the scooters are safe, both for users and others in the area. This will provide Transport for London with evidence to inform future policy development, should the legal position change.

Arrests

Question No: 2018/3539

[Tony Devenish](#)

From May 2016, please provide a monthly breakdown of the number of arrests and the number these which were the person arrested was foreign nationals, please break this down to EU and non-EU nationals

Arrests

[The Mayor](#)

Last updated: 28 November, 2018

Please see attached Appendix A which has the requested monthly breakdown of number of arrests by EU, non-EU and UK offenders for the period specified.

BWVs**Question No: 2018/3540**[Tony Devenish](#)

It was recently reported that police Body Worn Cameras in the US have been exploding, can you assure us that the Met issued cameras have not done the same?

BWVs[The Mayor](#)

Last updated: 28 November, 2018

No such issues have been reported in the Met. The device that is said to have exploded was made by a different manufacturer to the one that supplies the Met.

Beep Test**Question No: 2018/3541**[Tony Devenish](#)

In their last test Multi Stage Shuttle Run (MSSR), also known as a beep test, how many police officers got the following:

- Below 5.4
- Between 5.4 and 6.3
- Above 6.3

Beep Test[The Mayor](#)

Last updated: 28 November, 2018

The Metropolitan Police Service (MPS) fitness assessment records only show the pass/fail ratio. They do not record individual levels achieved.

Police officers are required to achieve at least level 5.4 to pass.

The pass rate for 2018 to date (end of Oct) is 99.39%.

Rape and child abuse investigators**Question No: 2018/3542**[Tony Devenish](#)

Specialist units are being brought into BCUs that investigate rape and child abuse cases. Please list how many will be transferring from a central role to a BCUs/Boroughs as a result of this for each BCU/Borough?

Answer for Rape and child abuse investigators[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Rape and child abuse investigators

[The Mayor](#)

Last updated: 07 December, 2018

Each Basic Command Unit (BCU) has undergone a 'blueprinting' process to help determine safeguarding demand.

The number of posts transferring into the BCUs from the original Child Abuse & Sexual Offences (CASO) command is 1215. It is not possible to track each of these transferred posts into their new BCU.

Citizen Virtual Patrol

Question No: 2018/3543

[Tony Devenish](#)

The police in New Jersey (US) have introduced the Citizen Virtual Patrol; this enables people to log into video feeds from the city's CCTV camera network and inform police of anything suspicious. Is this being explored in London or would it be considered?

Answer for Citizen Virtual Patrol

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Citizen Virtual Patrol

[The Mayor](#)

Last updated: 12 June, 2019

The Met is not considering providing access to the CCTV images that it controls. It is worth noting that the majority of public CCTV is operated by local authorities. Any sharing of images in the UK is subject to strict legal and regulatory control.

Serovital quality trained stop & search officers

Question No: 2018/3544

[Tony Devenish](#)

How does serovital quality trained stop & search officers differ from conventionally trained stop and search police officers?

Answer for Serovital quality trained stop & search officers

[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Serovital quality trained stop & search officers[The Mayor](#)

Last updated: 01 May, 2019

The MPS does not use this term to refer to the training of their officers.

Facial recognition**Question No: 2018/3545**[Tony Devenish](#)

What reassurance has the Mayor sought and or received from the Met re the use of facial recognition?

Answer for Facial recognition[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Facial recognition[The Mayor](#)

Last updated: 27 December, 2018

Facial Recognition technology is only currently being trialled in London. I have discussed this issue, and the trials, with the Commissioner who has assured me that the MPS are implementing the recommendations from the London Policing Ethics Panel's interim report into Facial Recognition. This has included the creation of a dedicated micro-site on the MPS website, which includes the legal framework and detail about the current trials. I look forward to discussing the findings of the trials with the Commissioner when the evaluation work is completed, and the Ethics Panel have finished the second tranche of its work.

Met Home Working**Question No: 2018/3546**[Tony Devenish](#)

Please provide any assessments the Met have undertaken regarding homeworking and the potential savings?

Answer for Met Home Working[The Mayor](#)

Last updated: 28 November, 2018

Officers are drafting a response

Met Home Working[The Mayor](#)

Last updated: 25 June, 2019

The Met is implementing a number of changes as a result of its estates and technology changes. The smarter working principles facilitate agile working from multiple locations; this may include home on an ad-hoc basis where appropriate for the role. Home working has not been factored in as financial benefit on any of our change programmes.

Oral Update to the Mayor's Report

Question No: 2018/3612

[Tony Arbour](#)

The Mayor will now provide an oral update of up to five minutes on matters occurring since the publication of his report. Assembly Members have submitted one request for topics for inclusion within the debate. Mr Mayor.

Oral Update to the Mayor's Report

[The Mayor](#)

Last updated: 27 November, 2018

Good morning. As colleagues may be aware, overnight there was a serious fire at Orpington Bus Garage and a number of buses have been damaged. The London Fire Brigade and its Fire Investigation Unit are on the scene. The bus depot fire is now under control. The bus garage is closed. Route 358 between Orpington Bus Garage and Crystal Palace Parade is currently suspended and three other routes are on diversion.

Chairman, this Mayor's Question Time comes during an extraordinary moment for London and for the whole of the country. The news has been dominated by Brexit and we are now facing more uncertainty than ever before. After months of missteps and a litany of missed opportunities, the Government has reached a tentative Brexit deal that, in my view, not only risks damaging jobs and growth for the next generation but is a million miles away from what was promised during the referendum campaign. The proposal for the future trading relationship also does not go anywhere near far enough to protect London's vital services sector and will undoubtedly create huge additional costs for businesses, especially small and medium-sized enterprises and our public services. Faced with the possibility of the Prime Minister's [The Rt Hon Theresa May MP] bad deal or a catastrophic no-deal Brexit, it is now clearer than ever that the British public gets a first say on this deal with staying in the European Union (EU) an option on the ballot paper. I would respectfully encourage all Members of Parliament (MPs) to vote against this agreement, which would hit London hard, damage our public services and make life more difficult for our children and grandchildren, and support a people's vote.

Since we last met, I have continued 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 made up of specialists in health, police and local government, as well as community and youth groups, to lead and deliver a long-term public health approach to tackling the causes of violent crime; continuing to work with the Metropolitan Police Service (MPS) Violent Crime Task Force, funded by City Hall, to crack down on violent crime across the city; launching five new low-emission bus zones to tackle London's

toxic air; agreeing a £1 billion plan to build 11,000 new council homes; and leading trade missions to Berlin and Paris to bang the drum for London and attract new investment.

Chairman, today marks the start of celebrations marking the centenary of women being allowed to join the MPS. The Commissioner [of Police of the Metropolis, Cressida Dick CBE QPM] and I are keen to use this celebration to appeal to all women to consider having a career in the MPS. In the words of our Commissioner, "There is no better time to be a woman in the MPS".

I look forward to answering further questions today but, before I do, as you said, I have been asked for one oral update. The oral update request has come from Assembly Member Sian Berry.

I welcome the Information Commissioner's Office's (ICO) finding in its review of the Gangs Matrix. The ICO found that whilst there was a valid purpose for the database helping to keep Londoners safe by tackling gang violence, the inconsistent way it was being used did not comply with data protection rules. I have discussed this with the Commissioner. These are serious matters and so I welcome the fact that the MPS has been working with the ICO and is in the process of implementing an action plan to ensure that its processes and practices are correct. The ICO's enforcement notice requires the MPS to ensure it complies with data protection laws in future and has given them six months to make these changes, which the MPS has accepted and has started to implement. The MPS has stopped sharing personal data on the Gangs Matrix with third parties where there is no individual sharing agreement in place. They have also committed to being more open about the database and are working with the ICO to complete a data protection impact assessment.

I have previously and separately asked for a review of the Gangs Matrix and Mayor's Office for Policing and Crime officers have been working with the ICO as part of my review. The purpose of my review is to seek greater assurance about the impact of the Gangs Matrix and any disproportionality, the processes by which it is operated and governed and transparency. The report should be completed by the end of this year [2018].

I am aware of a data leak related to the matrix. The MPS has told me that this is not a recent data leak; the leak occurred in May 2017. This matter has come to the fore, having been referenced in a recently published serious case review, following the death of a young person in Newham. I am of course concerned by this leak and it is important that appropriate data safeguarding processes are in place. I understand there is an ongoing investigation into Newham Council by the ICO in relation to this data loss incident. As such, it would be inappropriate to say any more on that data leak until the investigation is complete.