

Questions to the Mayor

14 December, 2017

ANSWERED QUESTIONS PAPER

Subject: MQT on 14 December, 2017
Report of: Executive Director of Secretariat

TfL Business Plan

Question No: 2017/5024

[Keith Prince](#)

If TfL had an additional £600 million to spend, what difference would it have made to your draft TfL Business Plan?

Answer for TfL Business Plan

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for TfL Business Plan

[The Mayor](#)

Last updated: 09 February, 2018

London has lost £700 million funding every year now the Government has removed our operating grant.

Despite the Government continuing to make anti-London decisions, the good news is we are securing efficiencies to deliver the aims of my Transport Strategy over the next five years.

We are undertaking the largest ever overhaul of TfL's operations since its creation in 2000. The operating costs of running London's transport have decreased by £153 million since I became Mayor, the first such reduction in TfL's history. It has already reduced management layers and has merged functions in other areas to eliminate duplication and reliance on expensive agency staff.

My Plan includes £2.2 billion on Healthy Streets and Air Quality improvements.

TfL will also deliver its major investment programme that will modernise the Circle, District, Metropolitan and Hammersmith & City lines; bring the Elizabeth line into service; and extend the Northern line, providing much needed new capacity on London's rail network.

All of this will come at the same time as developing sites for 10,000 new homes on TfL land - 50 per cent affordable.

After a 42% increase in TfL fares under the previous Mayor, I am proud to be making travel more affordable for all Londoners by freezing TfL fares, extending the Hopper fare and protecting all of TfL's travel concessions. The possible loss of fares income from these policies are totally dwarfed by the Government's total lack of funding for people travelling in London. It is disappointing Conservative Assembly Members have supported cuts to London public transport funding from their friends in Government.

We are having to take some difficult decisions in the context of this challenging economic picture and a lack of Government support for London. TfL though is committed to making the most of its funding.

I am ambitious for London and there is, of course, always more I would like to do. With a reasonable level of central government support - which all other transport organisations around the globe do receive - we could do even more, bringing forward some schemes, enhancing others. With an additional £700m for example, which is the amount of funding we have had cut from central Government each year, we could deliver a major station upgrade - such as Victoria, Bank or Tottenham Court Road - each and every year. This is above the firm funding commitment to Crossrail 2 from the Government which I continue to press for.

Regardless of the challenges, my plans will deliver an easy-to-use, affordable and accessible public transport system.

Knife Crime Incidents on New Year's Eve

Housing and the Draft London Plan

Question No: 2017/5247

[Peter Whittle](#)

I note that your Draft London Plan proposes ripping up existing planning rules and calls on homebuilders to develop sites at higher housing densities to substantially increase housing capacity in the capital. This will in my view inevitably lead to the loss of local character in many areas, yet I note that nowhere do you mention why we need to build 65,000 new homes a year in London. Why do you think London needs all these new homes each and every year?

Answer for Housing and the Draft London Plan

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Housing and the Draft London Plan

[The Mayor](#)

Last updated: 05 January, 2018

London's population is increasing. However, growth per se is not a bad thing. It is growth without adequate planning that is the problem.

The 2017 London Strategic Housing Market Assessment - a fundamental part of the evidence base behind the draft London Plan - sets out a comprehensive analysis of London's housing requirement and shows that London needs 66,000 new homes a year. This requirement takes account of projected household growth and the number of households who already lack a suitable home of their own.

It is important to recognise what is driving population increase in London. We have a thriving economy, which has created almost 90,000 extra jobs a year in the last two decades. This has attracted more people to London, with the population rising by 1.8 million over the same period.

But housebuilding has simply not kept up - over the last twenty years, the number of jobs in London has grown by 40%, the number of people by 25%, but the number of homes by only 15%.

I have published an ambitious and bold draft new London Plan which seeks to meet London's housing need. It provides a more effective planning framework for boroughs to substantially increase both overall and affordable housing provision. It ensures we make the best use of available land without encroaching on designated open space and by ensuring there is sufficient space available for other essential land uses.

MBNA Thames Clippers

Question No: 2017/4901

[Caroline Pidgeon](#)

In answer to question 2017/0484 you stated that TfL hopes to conduct trials of different forms of emissions abatement equipment with MBNA Thames Clippers this year. Have these trials taken place and if so what was the outcome?

Answer for MBNA Thames Clippers

[The Mayor](#)

Last updated: 19 December, 2017

Plans to trial this earlier this year were delayed due to a supplier withdrawing.

Transport for London now plans to trial this in spring 2018.

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London Underground staff**Question No: 2017/4902**[Caroline Pidgeon](#)

Please provide a table showing:

- a) the number of full time equivalent London Underground staff (broken down by role) in post for each standard TfL reporting period for the 18 months prior to 1st May 2016
- b) the number of full time equivalent London Underground staff (broken down by role) in post for each standard TfL reporting period since 1st May 2016, excluding all staff working on the Night Tube.

Answer for London Underground staff[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for London Underground staff[The Mayor](#)

Last updated: 05 January, 2018

The attached file contains two tabs:

- a) the number of full time equivalent London Underground staff (broken down by role) in post for each standard TfL reporting period from P8/2015 to P1/2017 (12.10.2014 - 30.04.2016)
- b) the number of full time equivalent London Underground staff (broken down by role) in post for each standard TfL reporting period from P2/2017 to P9/2018 (01.05.2016 - 09.12.2017)

Night Tube station staff have the same grade as day staff and therefore cannot be excluded from these figures.

While staff numbers fluctuate in all organisations, over 800 station staff left London Underground under the former Mayor's Fit for the Future programme from early 2016, with the majority leaving by July 2016. Following my request to London TravelWatch for an independent review of ticket office closures, TfL has responded with a number of steps to increase staff visibility at stations, including the gradual recruitment of 325 additional roles to London Underground stations. Also, at my request, TfL is taking several steps to simplify its management structure as part of a huge transformation programme.

Unstaffed London Underground stations (1)**Question No: 2017/4903**[Caroline Pidgeon](#)

What plans does TfL have to address the issue of some London Underground stations such as Wimbledon Park remaining unstaffed for parts of the day, as highlighted in the BBC London Television report on the 21st November 2017?

Answer for Unstaffed London Underground stations (1)[The Mayor](#)

Last updated: 19 December, 2017

Transport for London (TfL) is committed to staffing all stations while train services are running, including during the night when services operate.

On rare occasions, if staff are not available for short periods due to sickness or other unplanned circumstances, an above-ground station may be left unstaffed while another member of staff is allocated. There may also be times during the day when staff are not visible because they are either on a meal break, travelling between stations or undertaking station inspections.

Following a review of staffing levels TfL has recruited an additional 325 new staff members in its stations. They will all be rostered by the end of March 2018. This will reduce uncovered meal breaks by over 50 per cent. Using these additional resources to best effect will provide much greater resilience, enabling staff to be moved between stations much more easily to provide short-term cover.

When stations are unstaffed TfL has also implemented extra remote monitoring controls, ensuring that stations on either side and the Line Controller are aware, and mobile managers can also make additional visits.

TfL will continue to monitor the level of staffing across the network to ensure that customers are kept safe and receive the best possible level of service and assistance at all times.

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Unstaffed London Underground stations (2)**Question No: 2017/4904**[Caroline Pidgeon](#)

To help ensure that TfL meets its long-standing commitment to ensure London Underground stations are controlled and staffed while services are operating, will you ensure that TfL start to regularly publish performance information on the delivery on this policy?

Answer for Unstaffed London Underground stations (2)[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Unstaffed London Underground stations (2)

[The Mayor](#)

Last updated: 09 February, 2018

While Transport for London (TfL) collects data on closed stations at a local level, it does not currently routinely track this centrally. TfL has reviewed this and is seeking to publish this information online by spring 2018.

Unstaffed London Underground stations (3)

Question No: 2017/4905

[Caroline Pidgeon](#)

Please state in the last two years how many times Cubic has requested from TfL an 'authorised delay' to their contracts for the maintenance of London Underground ticket machines due to the absence of London Underground staff at (a) Eastcote, (b) Sudbury Hill, and (c) any other London Underground stations - please list the other stations.

Answer for Unstaffed London Underground stations (3)

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Unstaffed London Underground stations (3)

[The Mayor](#)

Last updated: 11 January, 2018

Authorised delays take place for many reasons, for example if station staff are busy, or if the station is so busy that staff do not wish equipment to be taken out of service for maintenance. Authorised delays occur primarily at TfL's biggest and busiest stations and these records are not an indicator of absence of London Underground staff.

In the last quarter there were no authorised delays at Eastcote and one at Sudbury Hill. The records TfL and Cubic keep only contain the time, type of device, station, and duration of an authorised delay and do not specify if this is due to an absence of staff.

Hammersmith Bridge (1)

Question No: 2017/4906

[Caroline Pidgeon](#)

Is TfL still committed to funding most of the cost of repairing and strengthening Hammersmith Bridge and if so why was such a commitment not set out in TfL's Business Plan 2017?

Answer for Hammersmith Bridge (1)

[The Mayor](#)

Last updated: 19 December, 2017

Transport for London (TfL) is working closely with the London Borough of Hammersmith & Fulham, the owners of Hammersmith Bridge, to determine the best course of action for it.

The current stage of work includes structural investigations and the development of repair and strengthening options, including their costs. Until these activities are completed, the option and associated funding requirement remains uncertain. However, TfL has made a provisional allocation in the 2017 Business Plan.

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Hammersmith Bridge (2)

Question No: 2017/4907

[Caroline Pidgeon](#)

What has been the total cost to date to TfL of deploying wardens on the Hammersmith Bridge to enforce the single bus rule?

Answer for Hammersmith Bridge (2)

[The Mayor](#)

Last updated: 19 December, 2017

The cost of supervising bus movements over Hammersmith Bridge to ensure the public remains safe and weight restrictions are adhered to has been £284,000 to date.

Transport for London (TfL) has brought ongoing costs down through more efficient deployment arrangements. However, to find an equally safe but more cost-effective solution, TfL is now trialling an automated solution using the bus location system, iBus. Selective-vehicle detection will spot buses as they approach and allow vehicles to cross one way, one at a time. It is anticipated the system will be able to control the barriers at each end and negate the need to have staff on the bridge.

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Hammersmith Bridge (3)

Question No: 2017/4908

[Caroline Pidgeon](#)

When does TfL expect the repair and strengthening work to Hammersmith Bridge to be completed?

Answer for Hammersmith Bridge (3)

[The Mayor](#)

Last updated: 19 December, 2017

The London Borough of Hammersmith & Fulham, which owns Hammersmith Bridge, is responsible for managing it. Based on the latest programme that Transport for London has received from the borough, it is anticipated that works are due for completion by late 2021.

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Transformation of Oxford Street (1)

Question No: 2017/4909

[Caroline Pidgeon](#)

In which month in 2018 will Transport for London and Westminster City Council consult on a high-quality east-west cycle route to the north of Oxford Street?

Answer for Transformation of Oxford Street (1)

[The Mayor](#)

Last updated: 19 December, 2017

Transport for London and Westminster City Council will consult on cycling proposals for the Oxford Street area in summer 2018.

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Transformation of Oxford Street (2)

Question No: 2017/4910

[Caroline Pidgeon](#)

How many people cycle daily on Oxford Street, Grosvenor Street, Brook Street, Wigmore Street, Upper Berkeley Square and George Street, respectively, and how they will benefit from the transformation of Oxford Street?

Answer for Transformation of Oxford Street (2)

[The Mayor](#)

Last updated: 19 December, 2017

Numbers of cyclists vary throughout the day but, at its peak, around 200 cyclists per hour use each of Oxford Street, Upper Berkeley Street and George Street with around 300 on each of Wigmore Street, Grosvenor and Brook Street. Transport for London and Westminster City Council will consult on proposals for cycling in summer 2018 and will include a high quality cycle provision within the wider district. As well as developing an east-west cycle route as an alternative to Oxford Street itself, plans also include looking at proposing a grid network to make travelling north south easier including connecting into other strategic cycling routes.

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Transformation of Oxford Street (3)**Question No: 2017/4911**[Caroline Pidgeon](#)

It is proposed that traffic is removed from Oxford Street west by December 2018. What improvements for cycling and cycle parking will be made to surrounding streets by this date?

Answer for Transformation of Oxford Street (3)[The Mayor](#)

Last updated: 19 December, 2017

Please refer to response to 2017/4910.

Cycle parking is important to increasing cycling in the area so TfL will be looking to increase the number of cycle stands. This is not only good for cyclists, but businesses, visitors and residents alike.

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Cycling in the TfL Budget 2018/19 (1)**Question No: 2017/4912**[Caroline Pidgeon](#)

Are you confident that Transport for London's 2018/19 budget spend of £154 million on cycling will be fully allocated?

Answer for Cycling in the TfL Budget 2018/19 (1)[The Mayor](#)

Last updated: 19 December, 2017

Transport for London (TfL) has a track record of successful cycling investment and I am confident that it will continue to deliver the ambitious objectives set out in my draft Transport Strategy and the new TfL Business Plan.

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Cycling in the TfL Budget 2018/19 (2)**Question No: 2017/4913**[Caroline Pidgeon](#)

What funding will be set aside for Cycle Superhighways, Quietways, mini-Hollands, Liveable Neighbourhoods and Safer Junctions, respectively, in 2018/19?

Answer for Cycling in the TfL Budget 2018/19 (2)[The Mayor](#)

Last updated: 19 December, 2017

The Transport for London (TfL) Business Plan has the following funding assigned for the requested programmes:

2018/19 £m

Cycle Superhighways 41

Quietways 8

Mini Hollands 24

Liveable Neighbourhoods 7

The Safer Junctions programme has a small amount of budget for studies in 2018/19. Funding for the delivery of schemes that incorporate Safer Junctions outcomes is held in individual project budgets. These include Cycle Superhighways, Highbury Corner Gyratory, Baker Street and Lambeth Bridge North and South. TfL has not sought to identify the specific Safer Junctions components of these overall scheme budgets, but that programme continues in line with its April 2017 press release:

<https://tfl.gov.uk/info-for/media/press-releases/2017/april/new-roads-targeted-in-updated-safer-junctions-programme>

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Ealing Broadway Crossrail station

Question No: 2017/4914

[Caroline Pidgeon](#)

Will you ensure that the lifts installed at the new Ealing Broadway Crossrail Station meet the design standards set out in the London Cycling Design Standard such as having minimum dimensions of 1.2 by 2.3 metres?

Answer for Ealing Broadway Crossrail station

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Ealing Broadway Crossrail station

[The Mayor](#)

Last updated: 05 January, 2018

Ealing Broadway is a mainline station. The lift designs at this station, owned by the Department for Transport (DfT), confirm with DfT standards, not the London Cycling Design Standard. The two lifts to platform 4/5 are both 1.6m x 1.6m, which is the DfT and Network Rail standard lift size.

The lift to Platform 2/3 will be 1.6m x 2m. This was increased from the 1.6m x 1.6m standard to accommodate additional capacity and will provide a greater floor area than the

1.2m x 2.3m specified in the London Cycling Design Standard. The Elizabeth line will serve platforms 3 & 4.

Cycle Superhighway 4

Question No: 2017/4915

[Caroline Pidgeon](#)

Why has TfL not proposed that Cycle Superhighway 4 reaches Greenwich town centre and then continues onto Woolwich?

Answer for Cycle Superhighway 4

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Cycle Superhighway 4

[The Mayor](#)

Last updated: 05 January, 2018

It is my intention that Cycle Superhighway 4 continues through Greenwich town centre and to Woolwich. The recent consultation covers just the first phase of the route, from Tower Bridge to Greenwich.

London Cycling Design Standards

Question No: 2017/4916

[Caroline Pidgeon](#)

What steps are being taken to ensure the London Cycling Design Standard for the size of lifts is routinely implemented in plans for new lifts across TfL controlled stations?

Answer for London Cycling Design Standards

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for London Cycling Design Standards

[The Mayor](#)

Last updated: 05 January, 2018

Transport for London (TfL) seeks to meet or exceed the London Cycle Design Standards wherever possible. This must though take into account structural limitations such as platform widths, which dictate the size of lifts in stations.

London Health Board**Question No: 2017/4917**[Caroline Pidgeon](#)

Will you ensure that the London Health Board starts to hold its meetings in public and that the meetings are transcribed and fully minuted?

Answer for London Health Board[The Mayor](#)

Last updated: 19 December, 2017

The London Health Board (LHB) has considered transparency and concluded that it will make its proceedings public on the London.gov website. The LHB will keep this approach under review.

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Future Proof (1)**Question No: 2017/4918**[Caroline Pidgeon](#)

The London Assembly Transport Committee report 'Future Proof' on taxis and private hire vehicles recommended that the Mayor and TfL should develop specific public awareness campaigns which show how to correctly identify whether a driver/vehicle is licensed and work with the tourism industry to ensure that visitors arriving in London have access to this information. What have TfL done to achieve this recommendation?

Answer for Future Proof (1)[The Mayor](#)

Last updated: 19 December, 2017

Public safety is paramount and Transport for London (TfL) has implemented a number of measures to enhance public safety as part of its review of private hire regulations. In particular, the requirement for private hire operators to provide details of the driver and vehicle, before a journey begins, specifically takes into account the Transport Committee's recommendation.

TfL's Safer Travel at Night campaign is a public awareness campaign that runs twice a year with a specific aim of ensuring that the public are aware of how to correctly use taxi and private hire services. This year's campaign has a key focus on the importance of checking your booking confirmation before entering a minicab, as well as providing information on the differences between taxi services, which can be hailed, and private hire services which must always be booked in advance.

TfL already works with the tourism industry to promote safety awareness to visitors to the city and produces information aimed at visitors to London which includes advice on travelling safely in taxi and private hire vehicles in London -

<http://www.tfl.gov.uk/cdn/static/cms/documents/london-visitor-guide.pdf>. The information is available to download from the visitor section of the TfL website.

TfL and I would be happy to consider any further proposals the Committee has for joint working in this area.

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Future Proof (2)

Question No: 2017/4919

[Caroline Pidgeon](#)

The London Assembly Transport Committee report 'Future Proof' on taxis and private hire vehicles recommended that TfL should further develop the database that links drivers to vehicle and operator information. The report said TfL should work with app developers to produce a tool that will enable passengers to check the status of their driver, vehicle or operator. What actions have TfL undertaken to meet this recommendation?

Answer for Future Proof (2)

[The Mayor](#)

Last updated: 19 December, 2017

Transport for London (TfL) has already introduced this requirement. All private hire operators are required to provide TfL with details of the drivers and vehicles they have used for private hire bookings, or have had available to them to fulfil bookings in a specified period. This information is required on a weekly basis and action is taken against operators that fail to provide the information.

Passengers are given details of their driver and vehicle when they make a booking. They are also able to check the licensing status of all private hire drivers, vehicles and operators online at <https://tfl.gov.uk/info-for/taxis-and-private-hire/licensing/licence-checker>.

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Future Proof (3)

Question No: 2017/4920

[Caroline Pidgeon](#)

The London Assembly Transport Committee report 'Future Proof' on taxis and private hire vehicles recommended that the Mayor and TfL should set out how they intend to monitor and improve supply and demand, for both taxi and private hire industries, across London. This should include a specific study into potential demand for taxi services in outer London town centre locations. What detailed supply and demand surveys have TfL carried out and when will the results be published? How much has TfL spent on supply and demand surveys in the taxi and private hire Industry since 'Future Proof' was published in December 2014?

Answer for Future Proof (3)

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Future Proof (3)[The Mayor](#)

Last updated: 05 January, 2018

Customer behaviour has clearly changed in the last few years. In the last two years several pieces of research looking at supply and demand in the taxi and private hire markets in London have been carried out across different sectors within the taxi and private hire markets. This includes:

- Taxi, minicab and chauffeur/executive car driver diary surveys
- Taxi wait time surveys
- On-street passenger surveys
- Mystery traveller surveys
- App use surveys
- Impact of taxi and private hire apps focus group
- Disabled taxi and private hire passenger focus group
- Taxi and private hire ridesharing focus group

The cost of the research carried out in 2015/16 was £324,285 and for the research carried out in 2016/17 it was £227,900.

The reports from this work will be made available next year.

Future Proof (4)**Question No: 2017/4921**[Caroline Pidgeon](#)

The London Assembly Transport Committee report 'Future Proof' Report recommended that the Mayor and TfL should ensure that disabled taxi and private hire passengers' needs are met by taking steps to incentivise the provision of wheelchair accessible private hire vehicles with a view to reaching 25 per cent wheelchair accessibility across the private hire fleet by 2018. Please set out what steps, if any, TfL has taken to incentivise the adoption of wheelchair accessible private hire vehicles.

Answer for Future Proof (4)[The Mayor](#)

Last updated: 19 December, 2017

I encourage all private hire operators and drivers to play their part in making London accessible to all. As private hire vehicles have to be booked in advance, a customer is able to request an accessible vehicle from an operator. Private hire customers are able to find operators who have accessible vehicles on the 'find a local minicab' page on the Transport for London (TfL) website, by selecting the 'find wheelchair accessible vehicles' option - <https://tfl.gov.uk/forms/12389.aspx>.

All private hire operators, vehicles and drivers are licensed separately. As TfL highlighted in its response to the Future Proof report it would not be feasible to impose a blanket requirement for private hire operators to have a quota of wheelchair accessible vehicles, given that vehicles are largely licensed by owner drivers, or leased to drivers, rather than by private hire operators.

From 6 April 2017, Sections 165 and 167 of the Equality Act 2010 came into force. This means that taxi and wheelchair accessible private hire vehicle drivers have a duty to provide physical assistance to passengers in wheelchairs, and could be prosecuted by TfL if they fail to do so.

I welcome these additional powers and am pleased that this important issue has been recognised and brought to light.

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Future Proof (5)

Question No: 2017/4922

[Caroline Pidgeon](#)

The London Assembly Transport Committee 'Future Proof' Report recommended that the Mayor and TfL should by May 2015 introduce requirements for all taxi and private hire drivers and operators to undertake mandatory disability awareness training as part of the licensing process. What steps, if any, has TfL taken to implement this recommendation?

Answer for Future Proof (5)

[The Mayor](#)

Last updated: 19 December, 2017

All taxi and private hire drivers are reminded of their legal obligations when their licence is issued. This includes the requirement to accept assistance dogs and duty towards passengers with accessibility needs. Transport for London (TfL) reminds licensed drivers of their responsibilities in its weekly email bulletin, on twitter and through guidance provided on its website: www.tfl.gov.uk/info-for/taxis-and-private-hire/passengers-and-accessibility. Further guidance on supporting wheelchair users, or those who have an assistance dog, is given to newly licensed taxi drivers.

TfL is also progressing plans to develop assessment modules relating to safety, equality and regulatory understanding, including disability equality awareness, for private hire drivers. The assessment will be introduced next year.

London Overground Night Service

Question No: 2017/4923

[Caroline Pidgeon](#)

Please state the precise starting date of the London Overground night service running between New Cross Gate and Highbury & Islington next year? What are the reasons for this service not commencing from the start of the night London Overground service from the 15th December 2017?

Answer for London Overground Night Service

[The Mayor](#)

Last updated: 19 December, 2017

Network Rail will be carrying out essential engineering work in the Highbury & Islington area starting from the Christmas / New Year period and this is expected to continue until March. Transport for London will therefore initially operate night services from New Cross Gate to Dalston Junction, and then from March 2018 operate to Highbury & Islington. Officers will be in touch with your office once an exact date in March is confirmed, as this is dependent on the engineering works mentioned.

|

Bypass bus stop - vulnerable pedestrians

Question No: 2017/4924

[Caroline Pidgeon](#)

Further to your answer to question 2016/1786 what has been the outcome of TfL's trial of mini-zebra crossings at six bus stops where cycle routes bypass bus stops?

Answer for Bypass bus stop - vulnerable pedestrians

[The Mayor](#)

Last updated: 19 December, 2017

Transport for London (TfL) commissioned the Transport Research Laboratory to review the trial involving six mini-zebra crossings. The reports of the trial are being finalised and TfL will publish a summary report setting out its position in early 2018.

|

Centrecomm Strike**Question No: 2017/4925**[Caroline Pidgeon](#)

Further to your answers to Questions 2017/3430 and 2017/3855 can you confirm that the Centrecomm Strike had no effect on emergency services arriving to the scene in a timely manner?

Answer for Centrecomm Strike[The Mayor](#)

Last updated: 19 December, 2017

The strike did not affect Transport for London's ability to respond in a normal way to emergency incidents on the bus network and summon appropriate assistance from the emergency services when required.

|

Pedestrian Collision during Centrecomm Strike**Question No: 2017/4926**[Caroline Pidgeon](#)

In answer to Question 2017/3855 you stated that TfL has confirmed that the incident on 28 August involved a pedestrian and a route 325 bus. However, TfL bus safety data states the incident involved a bus passenger. Please can you clarify?

Answer for Pedestrian Collision during Centrecomm Strike[The Mayor](#)

Last updated: 19 December, 2017

The operator recorded the incident as collision with a person which was correct but misclassified the victim as a passenger/customer. This will be amended in the operator's data to clarify it was a pedestrian and will appear in Transport for London's next quarterly bus incidents publication.

|

Assistance dog refusal in private hire vehicles**Question No: 2017/4927**[Caroline Pidgeon](#)

While TfL takes effective enforcement action against private hire drivers who blatantly refuse access to people with assistance dogs, there are incidents of some people facing long delays in booking a private hire vehicle where it would appear drivers are refusing to carry assistance dogs. Firms appear to claim that there are no drivers available. Would you consider instructing TfL to undertake a mystery shopping exercise to fully research this issue and gather sufficient evidence to tackle this discriminatory behaviour?

Answer for Assistance dog refusal in private hire vehicles[The Mayor](#)

Last updated: 19 December, 2017

Taxi and Private Hire Compliance Officers will be carrying out mystery shopping operations to detect such breaches and deal with them accordingly during 2018.

Between February 2015 and November 2017, Transport for London successfully prosecuted 25 minicab drivers for refusing assistance dogs, resulting in fines totalling £9,155 plus costs.

|

Cycle Superhighway 9 (1)**Question No: 2017/4928**[Caroline Pidgeon](#)

Will you make a commitment to ensure that a full assessment is made of the current levels of air pollution in both Chiswick and Brentford so as to ensure that any changes to air pollution can be properly assessed following the completion of Cycle Superhighway 9?

Answer for Cycle Superhighway 9 (1)[The Mayor](#)

Last updated: 19 December, 2017

Yes. Environmental surveys and traffic modelling will take place as part of TfL's evaluation of these proposals. I am confident that the proposals for Cycle Superhighway 9 will not generate greater volumes of motorised traffic but we continue to review the impact of schemes during design and once completed.

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Cycle Superhighway 9 (2)**Question No: 2017/4929**[Caroline Pidgeon](#)

Will you make a commitment to ensure that before construction commences TfL demonstrates that on each location of Cycle Superhighway 9 it will improve the experiences for pedestrians as well as cyclists?

Answer for Cycle Superhighway 9 (2)[The Mayor](#)

Last updated: 19 December, 2017

Cycle Superhighway 9 (CS9) will provide improvements for all users. While it will offer a clearer and safer route for people to cycle in west London, it will also make it easier for pedestrians to cross busy roads and remove through-traffic on some residential roads.

The public consultation on CS9 has been a valuable exercise and I was pleased with the amount of feedback received from a wide range of people and organisations. Transport for London is reviewing and analysing each of the responses provided to help decide how best to proceed. It will continue to engage with residents, businesses and road users to address issues raised and improve the proposals.

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Cycle Superhighway 9 (3)

Question No: 2017/4930

[Caroline Pidgeon](#)

Will you make a commitment to ensure that before construction commences TfL demonstrates that on each location of Cycle Superhighway your Healthy Streets Approach indicators for walking as well as cycling are fully met?

Answer for Cycle Superhighway 9 (3)

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Cycle Superhighway 9 (3)

[The Mayor](#)

Last updated: 11 January, 2018

The Healthy Streets Approach puts people and their health at the centre of decision making and will be fundamental to the design of future schemes. This includes Cycle Superhighway 9 where the Approach has been applied.

All ten Healthy Streets Indicators contribute to making streets more welcoming and accessible for all to walk and to cycle. TfL schemes aim to deliver improvements against all Healthy Streets Indicators and we will use the Healthy Streets Check for Designers to assess proposed schemes and demonstrate how they are delivering improvements compared with the existing conditions on street.

Cycle Superhighway 9 (4)

Question No: 2017/4931

[Caroline Pidgeon](#)

What assurances can you provide that vulnerable groups or people with disabilities or limited mobility, and particularly those who rely on public transport and who are unable to cycle, will find travel easier, safer and more pleasant as a result of the scheme and will not be adversely impacted?

Answer for Cycle Superhighway 9 (4)

[The Mayor](#)

Last updated: 19 December, 2017

Many disabled Londoners are frequent cyclists. Schemes such as CS9 increase accessibility and inclusivity for all road users, often helping to improve door-to-door access to high streets and shops. As with all projects of this nature TfL will carefully consider the needs of vulnerable groups or people with disabilities throughout the design process.

|

Cycle Superhighway 9 (5)

Question No: 2017/4932

[Caroline Pidgeon](#)

Given that the proposed Cycle Superhighway 9 route passes through a range of locations each with their individual characteristics and needs, will you ensure that the results of the consultation will be available for at least each distinct town or community centre rather than simply collated for the entire route of the scheme?

Answer for Cycle Superhighway 9 (5)

[The Mayor](#)

Last updated: 19 December, 2017

Transport for London (TfL) follows best practice when carrying out public consultations. The Cycle Superhighway 9 consultation allowed respondents to comment on individual route sections to give TfL and the boroughs the best possible understanding of local issues. Comments relating to specific locations will be included in the analysis of consultation feedback and will help determine next steps. TfL will issue a response to issues raised from the consultation exercise, grouping comments received by theme and by location as appropriate.

|

Met's Wildlife Crime Unit - Resources

Question No: 2017/4933

[Caroline Pidgeon](#)

Please detail the resource provided to the Met Wildlife Crime Unit for the years 2012/13; 2013/14; 2014/15; 2015/16; 2016/17.

Answer for Met's Wildlife Crime Unit - Resources

[The Mayor](#)

Last updated: 19 December, 2017

The resource provided for the Met Wildlife Crime Unit for this period of time from 2012/13 to 2016/17 has been an establishment of 3 officers (1 detective sergeant and 2 detective constables) and 2 staff (1 each at Band D and Band E). Putting this in financial context the 2016/17 budget was £269,583.

|

London Estates Board (LEB)**Question No: 2017/4934**[Caroline Pidgeon](#)

Has the LEB determined whether they have achieved the gateway criteria for phase 2? If so, when will they start the strategic stage of their work?

Answer for London Estates Board (LEB)[The Mayor](#)

Last updated: 19 December, 2017

The LEB approved progression to phase 2 this month, subject to ratification by the London Health and Care Strategic Partnership Board (SPB) and national bodies. The SPB approved progression following the MoU signing on 16 November. We are finalising approvals with NHS England and NHS Improvement and anticipate starting the strategic phase in January 2018.

|

Housing Infrastructure Fund - Forward Funding Bids**Question No: 2017/4935**[Caroline Pidgeon](#)

Did the GLA put in any expressions of interest for Forward Funding Bids under the Government's Housing Infrastructure Fund? If so, please provide details.

Answer for Housing Infrastructure Fund - Forward Funding Bids[The Mayor](#)

Last updated: 19 December, 2017

As the higher tier authority for London the GLA submitted an expression of interest for Forward Funding Housing Infrastructure funding on the 28th September.

This was compiled in consultation with the relevant host boroughs, TfL, London Councils and the relevant Deputy Mayors, a bid totalling £1.7bn was submitted which has the capacity to deliver 159K homes.

|

Draft Housing Strategy - Housing Zones (1)**Question No: 2017/4936**[Caroline Pidgeon](#)

In your draft housing strategy you stated that resources will be focused on “the strongest Housing Zones”. Please detail the factors taken into account when deciding which Housing Zones are “strongest”.

Answer for Draft Housing Strategy - Housing Zones (1)[The Mayor](#)

Last updated: 19 December, 2017

Factors include, but are not limited to, levels of affordable housing, delivery timetable, deliverability, value-for-money and speed of contracting alongside local zone and site-specific considerations.

|

Draft Housing Strategy - Housing Zones (2)**Question No: 2017/4937**[Caroline Pidgeon](#)

Will Housing Zones have to meet your target of delivering 35 percent of affordable housing in order to be receive major funding allocations?

Answer for Draft Housing Strategy - Housing Zones (2)[The Mayor](#)

Last updated: 19 December, 2017

My aim is that all zones deliver at least 35% affordable housing.

|

Met Police - Digital Policing Strategy (1)**Question No: 2017/4938**[Caroline Pidgeon](#)

What action has your Chief Digital Officer taken to assist the Met in delivering the cost savings set out in the Digital Policing Strategy?

Answer for Met Police - Digital Policing Strategy (1)[The Mayor](#)

Last updated: 19 December, 2017

The Chief Digital Officer has had two meetings with MOPAC so far and a meeting has been arranged for 20th December with the MPS CIO, Angus McCallum.

The position with regard to cost savings in the Digital Policing Strategy has been discussed with MOPAC and will be considered further.

|

Met Police - Digital Policing Strategy (2)

Question No: 2017/4939

[Caroline Pidgeon](#)

Please list the times and dates that your Chief Digital Officer has met with representatives from the Met to advise on the delivery of the Digital Policing Strategy.

Answer for Met Police - Digital Policing Strategy (2)

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Met Police - Digital Policing Strategy (2)

[The Mayor](#)

Last updated: 05 January, 2018

Please see my response to MQ 2017/4938.

Old Oak and Park Royal Development Corporation (OPDC)

Question No: 2017/4940

[Caroline Pidgeon](#)

What is the estimated cost of the land owned by the Department for Transport on the OPDC site, if it were to be sold on commercial terms?

Answer for Old Oak and Park Royal Development Corporation (OPDC)

[The Mayor](#)

Last updated: 19 December, 2017

The public-sector land that is subject to the Memorandum of Understanding (MoU) between the Department for Transport and OPDC covers approximately 90 hectares (225 acres), representing about 70% of the developable area at Old Oak.

Valuation of this land will be a complex task as it includes a combination of operational assets, non-operational assets, land that will be acquired either temporarily or permanently for the construction of High Speed 2 and some land that needs to be retained for operational rail purposes. For this reason, OPDC and Network Rail (which owns the bulk of the land) are shortly due to jointly instruct valuation experts to assess the values of key sites in order to support ongoing discussions about the implementation of the MoU.

It is not, therefore, possible to provide any meaningful estimate of value at this stage.

|

Adult Education Budget**Question No: 2017/4941**[Caroline Pidgeon](#)

How much resource will the GLA require in the years 2018-19; 2019-20; 2020-21 to support the takeover of the Adult Education services from Government?

Answer for Adult Education Budget[The Mayor](#)

Last updated: 19 December, 2017

My team are currently working with the Department for Education to ascertain the resource, both in terms of staff and infrastructure required to devolve the Adult Education Budget to London, much of which we expect to be paid for by Government via an Implementation Budget.

|

Police and Crime Plan 2017-21 - Review of custody**Question No: 2017/4942**[Caroline Pidgeon](#)

Your Police and Crime Plan stated that you would be reviewing the provision of custody across the MPS estate. What action have you taken on this matter? When will a definitive review be completed?

Answer for Police and Crime Plan 2017-21 - Review of custody[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Police and Crime Plan 2017-21 - Review of custody[The Mayor](#)

Last updated: 05 January, 2018

As part of the One Met Model (OMM) programme, the MPS is delivering a 'Transforming Custody' work stream. This project has progressed an outline business case through internal MOPAC and MPS governance and a final business case is to be presented to the Portfolio Investment Board in May 2018.

Liveable Neighbourhoods funding

Question No: 2017/4943

[Caroline Pidgeon](#)

Please list the 21 boroughs which bid for Liveable Neighbourhoods feasibility funding in 2018/19 and provide details of each of the bids that was submitted.

Answer for Liveable Neighbourhoods funding

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Liveable Neighbourhoods funding

[The Mayor](#)

Last updated: 05 January, 2018

My new £114m 'Liveable Neighbourhoods' programme will improve local environments across London by directly enabling walking, cycling and the use of public transport.

Twenty-eight Liveable Neighbourhoods bids were received for 2018/19, and seven boroughs have been successful: Ealing, Greenwich, Hackney, Haringey, Havering, Lewisham, and Waltham Forest. Unsuccessful boroughs will be able to bid for funding in future years, and Transport for London will provide detailed feedback to all boroughs to help them prepare future submissions.

The full list of schemes submitted is provided below:

Borough	Scheme Title	Scheme Summary
City of London	Moorgate	Improvements for pedestrians, cyclists and public realm, building on already planned improvements associated with Crossrail.
City of London	St Paul's Gyratory	Removal of gyratory and improvements to the public realm and for pedestrians and cyclists
LB Barnet	Colindale	Interventions across a wide area that aim to reduce the dominance of road transport, improve safety, reduce congestion and encourage increased cycling and walking
LB Bexley	Erith TC	Proposals are focused around improving the street environment for pedestrians, cyclists and improving bus accessibility in and on the routes to the town centre
LB Brent / Old Oak and Park Royal Development Corporation	Park Royal	Looks to address the poor environment with junction improvements, wider footways segregated cycle routes and public realm improvements.

LB Brent/ LB Camden	Kilburn High Road	Enhance the High Road's function while also improving the surrounding area by making improving walking and cycling facilities as well as making it easier to access the High Road and public transport.
LB Ealing	West Ealing	The proposals are for a series of interventions in the area to improve junctions, prevent rat-running manage parking through CPZs, greening streets and developing school travel plans, encouraging and making active travel possible.
Royal Borough of Greenwich	Greenwich Town Centre	Removal of gyratory and improvements to the public realm and for pedestrians and cyclists
LB Hackney	Hackney Central	The scheme proposes banning general traffic from part of Amhurst Road to improve walking and cycling routes throughout the area as well as improve road safety by addressing the three currently most dangerous junctions in the borough.
LB Hammersmith and Fulham / Old Oak and Park Royal Development Corporation	Scrubs Lane	Proposals seek to transform the environment of Scrubs Lane by improving the walking, cycling and public transport provision there, making it a Healthy Street and connecting the communities of Harlesden, Kensal, White City and Old Oak.
LB Haringey	Crouch End	The bid covers Crouch End and the neighbouring residential areas. Proposals aim to increase modal shift from short car journey to walking and cycling. Measures being proposed include cycle improvements modal filters and junction improvement in residential areas and improvements to the public realm in Crouch End.
LB Harrow	High Street Wealdstone - Improvement Scheme	The scheme focuses on the town centre to improve walking and cycling conditions and also reduce the impact of driving, including improving the quality of the public realm by removal of all on-street parking bays and extension of the 20mph zone.
LB Havering	Romford Ring Road	The scheme focuses on junctions and links to Romford Ring Road. Proposals are to replace existing subways with new signalised pedestrian and cycle crossings, reduce crime, improve accessibility and improve road safety.

LB Hillingdon	Ruislip	The scheme is centred on Ruislip Town Centre. Measures aim to reduce high volumes of traffic and 'rat-running' across the neighbourhood, improve connectivity for walking and cycling to key destinations including the High Street as well as improve the public realm in the High Street.
LB Hounslow	Feltham Wider Link	The bid contains a number of proposals in and around Feltham Town Centre to restrict access for those travelling by car and to improve facilities for those cycling and walking.
LB Hounslow	Connecting Thames Paths	The bid identified three schemes for improvements along the Thames path to improve connectivity, accessibility and amenity. The schemes are Barnes Bridge pedestrian walkway, Kew Bridge Thames Path accessibility improvement and Church Street public realm improvements
LB Islington	St James	The schemes focuses on significant improvements to the public realm of Clerkenwell Green to create a focal point for the neighbourhood as well as measures to encourage people to walk and cycle in the neighbouring area by reducing rat -running
RB Kingston	Surbiton: A Liveable Neighbourhood	Proposals aim to revitalise the local high street, reduce traffic, and improve walk and cycle links to the wider residential areas.
LB Lambeth	Brixton, Atlantic Road	Proposals seek to comprehensively improve the environment of Atlantic Road by banning general traffic with access for goods vehicles only one-way from Brixton Road to Atlantic Road but retaining buses, cycles and emergency services access as well as measures to improve the look and feel of the public realm and improving crossings
LB Lambeth / South Bank Employers Group (SBEG)	Southbank Spine route	The scheme proposes improvements to the street environment between Jubilee Gardens and Blackfriars Cluster and Bernie Spain Gardens, including tree planting enhanced street lighting and measures to promote walking and cycling.
LB Lewisham with SUSTRANS	Deptford Parks	The project seeks to unlock new cycling and walking links, including the removal of local

		traffic, road closures, the creation of a world class north/south traffic-free walking and cycling facility, public realm improvements and healthy routes to schools in a residential area
LB Redbridge	Church End Triangle	Proposals aim to address traffic issues through introduction of one-way streets, new and improved crossings, improved public realm cycle parking and upgraded lighting.
LB Richmond	Richmond Town Centre	The scheme aims to improve air quality, reduce traffic dominance, improve road safety and improve the look and feel of Richmond Town Centre. The borough is working with South Western Rail develop a proposal for a cycle super hub to be located within the Richmond Station Car Park
LB Southwark	Liveable Walworth	Proposals include improvements to key walking and cycling routes the Southwark cycle spine and to Burgess Park and to reinforce safe walking and cycling routes to the schools in the area as well as public realm improvements in Walworth Road.
LB Tower Hamlets	Bethnal Green Gateway	Proposals are to improve the street environment around the junction of Cambridge Heath Rd, Bethnal Green Rd and Roman Rd by revising the junction layout including introducing an "All-Red" signal timing along with diagonal crossing and additional greenspace..
LB Waltham Forest	Leyton Green	Proposals are to remove rat-running on Lea Green Road improve the junction of Leyton Green Road/Capworth Street and High Road and implement dedicated cycle paths.
LB Waltham Forest	Coppermill Village	The scheme is in a residential area south of Forest Road, and joins up regeneration areas, with proposals for improvements for cycling and walking in the area.
LB Wandsworth	Putney High Street	The scheme aims to enhance connectivity of the town centre with an improved public realm, pedestrian and cycling facilities and a Thames path connection through Putney bridge.

London Economic Action Partnership (LEAP)**Question No: 2017/4944**[Caroline Pidgeon](#)

What support is available from the LEAP for disabled people who want to set up their own business in London?

Answer for London Economic Action Partnership (LEAP)[The Mayor](#)

Last updated: 19 December, 2017

The London Growth Hub has been established as an online resource to support all Londoners who want to set up their own business. The web portal was built to be compliant with Priority 1 (Level A) and Priority 2 (Level AA) of the W3C Web Content Accessibility Guidelines (WCAG) and was developed in consultation with disability charities.

Over the next year the London Growth Hub is developing a further programme of business support activity that will specifically target groups that currently face barriers to enterprise, including disabled entrepreneurs.

|

Terrorism risk assessment - helicopters**Question No: 2017/4945**[Caroline Pidgeon](#)

What terrorism risk assessment has been made about the rise in helicopters across London?

Answer for Terrorism risk assessment - helicopters[The Mayor](#)

Last updated: 19 December, 2017

There is a national threat assessment in place in respect of threats to and from aviation. Control and response measures are in place to address the threat. Individual risk assessments exist in respect of specific locations and for specific events across London. In all cases these are led by available intelligence and information.

|

Community Speedwatch**Question No: 2017/4946**[Caroline Pidgeon](#)

What evidence is there to show that Community Speedwatch sessions, currently run in partnership with the police and supported by TfL, are effective in reducing road danger?

Answer for Community Speedwatch[The Mayor](#)

Last updated: 01 December, 2017

Officers are drafting a response

Answer for Community Speedwatch

[The Mayor](#)

Last updated: 01 December, 2017

Community Roadwatch remains an important tool in helping to reduce speed, a key source of road danger on London's roads. It forms part of a programme of activity to tackle speeding and helps deliver on my important Vision Zero commitment, which puts the elimination of road danger at the very heart of the transport system.

Community Roadwatch aims to empower local people to take a stand against anti-social drivers, working side by side with the police. TfL-funded Safer Transport Teams in the MPS run sessions across London every month. Community Roadwatch provides a high visibility deterrent at locations that local residents have raised concerns about.

Since 1st January 2017, over 16,500 advisory letters have been sent to motorists caught speeding through the scheme. Of those, only 485 (2.9 per cent) have been detected a second time. Data collected is also used to help inform police enforcement activity, ensuring that residents' concerns are addressed. The feedback from volunteers has been excellent.

Basic Command Units (BCUs) - Key performance indicators (2)

Palmer Place junction -pedestrian crossing

Question No: 2017/4947

[Caroline Pidgeon](#)

Local residents have raised concerns about the dangers of crossing the road at the Palmer Place, Holloway Road and Drayton Park junction. Will you commit to reviewing the situation and installing a pedestrian crossing?

Answer for Palmer Place junction -pedestrian crossing

[The Mayor](#)

Last updated: 19 December, 2017

Transport for London (TfL) has started designs for a junction improvement project at the A1 junction with Drayton Park and Palmer Place. This is one of the few major signalled junctions in Islington without green man protected crossings, and TfL is aware the local residents' desire to remedy this.

A previous scheme at this location was not progressed, largely because of local concerns relating to banned turns for traffic in order to help deliver the pedestrian facilities. A key objective of the current design is to deliver the pedestrian improvements without the need to ban so many traffic movements. TfL plans to present draft design proposals in early 2018.

|

Cycling traffic lights - Holloway Road**Question No: 2017/4948**[Caroline Pidgeon](#)

Local residents have asked for the installation of cycling traffic lights along Upper Street and Holloway Road. Will you review this situation?

Answer for Cycling traffic lights - Holloway Road[The Mayor](#)

Last updated: 19 December, 2017

Transport for London (TfL) has introduced the first UK cycle signals at some junctions, focusing initially on the routes of the Cycle Superhighways.

While there are no current plans to introduce cycle signals on Upper Street and Holloway Road, TfL continually reviews the best places to introduce these facilities in future, taking account of peak cycling demand and junction safety records among other factors. TfL will speak to the London Borough of Islington about this option.

|

Old Tidemill School development**Question No: 2017/4949**[Caroline Pidgeon](#)

Local residents have raised concerns about a planning application at Old Tidemill School Garden, which will reduce public green spaces and social housing. They have asked that you review the planning application. Are you willing to do so?

Answer for Old Tidemill School development[The Mayor](#)

Last updated: 19 December, 2017

The planning application at Old Tidemill School has yet to be formally referred to me, following Lewisham's Planning Committee resolution to approve in September. My planning officers are currently proactively engaged with the Council and the applicant to address outstanding strategic issues; however in order not to fetter my statutory decision making powers, I cannot comment on the details of the case at this stage.

As part of my formal consideration of the case, I will consider all representations made by local residents, as well as a planning assessment by my officers addressing all the strategic planning issues, including the impact of the scheme on green spaces and affordable housing.

|

Moped crime - security tagging**Question No: 2017/4950**[Caroline Pidgeon](#)

What funding is available for the security tagging of mopeds/bikes?

Answer for Moped crime - security tagging[The Mayor](#)

Last updated: 19 December, 2017

I urge motorcycle owners to make sure their vehicles are secured to deter would-be thieves. As outlined in the Met's Be Safe Campaign, motorcycle owners have a key role in tackling motorcycle crime at its root. Vehicle owners must be personally responsible for securing their vehicles appropriately, just as bicycle and car owners are.

My Deputy Mayor for Policing and Crime is continuing to work with Secure by Design, MPS and motorcycle user groups to examine the benefits of an array of security measures, including trackers

|

Moped crime - moped parking anchors**Question No: 2017/4951**[Caroline Pidgeon](#)

What funding is available to implement secure moped parking with ground anchors?

Answer for Moped crime - moped parking anchors[The Mayor](#)

Last updated: 19 December, 2017

My Deputy Mayor for Policing and Crime is working with local authorities, London Councils, MPS and Secure by Design to identify the most cost-effective infrastructure improvements that can be made to London's parking bays. Investment in parking infrastructure falls within the remit of local authorities.

Local authorities could apply for funding for secure motorcycle parking as part of their Local Implementation Plan (LIP) Annual Spending Submission for 2018/2019.

|

Moped crime - CCTV**Question No: 2017/4952**[Caroline Pidgeon](#)

What funding are you providing to install CCTV cameras in moped crime hotspots?

Answer for Moped crime - CCTV

[The Mayor](#)

Last updated: 19 December, 2017

Operational policy to tackle moped enabled crime is a matter for the Met to determine. Tactics used are intelligence led and funded through existing budgets rather than additional.

Local authorities are also able to deploy CCTV to crime hotspots as they wish.

|

Dollis Hill - waste station application**Question No: 2017/4953**[Caroline Pidgeon](#)

Barnet and Brent residents are extremely concerned about plans to install a large waste transfer station near Dollis Hill. They stress that the local area will not be able to cope with the significant increase in HGV traffic that the site will cause, and state that the siting is poorly thought out, being in close proximity to an infants' school. Will you commit to reviewing this application?

Answer for Dollis Hill - waste station application[The Mayor](#)

Last updated: 19 December, 2017

Due to its strategic nature, the application for the waste transfer station has been formally referred to me for full review. My planning officers are currently proactively engaged with the Council and the applicant, following pre-application discussions, to address outstanding strategic issues. In due course, I will consider the case and provide my initial comments to the Council. In order not to fetter my statutory decision making powers, I cannot comment on the details of the case at this stage.

|

Question Titles: Protective barriers on bridges**Question No: 2017/4954**[Caroline Pidgeon](#)

Will you instruct MOPAC and TfL to co-ordinate long-term planning for protective barriers on London's river bridges with plans for segregated cycle lanes on some or all of these bridges? Does the Mayor believe that this would be an efficient use of resources, improving safety and security for both cyclists and pedestrians, whilst also raising cycling rates and reducing congestion?

Answer for Question Titles: Protective barriers on bridges[The Mayor](#)

Last updated: 19 December, 2017

Transport for London and MOPAC are already working together with the Metropolitan Police Service, Home Office, London Councils and my Walking and Cycling Commissioner to determine the permanent plan for protective security on London's bridges. The final decision will ensure the barriers make London's bridges safe spaces for walking and cycling.

|

Cycle Hire docking stations

Question No: 2017/4955

[Caroline Pidgeon](#)

Please publish a table showing (a) total number of Cycle Hire docking stations per borough, and (b) the average number of Cycle Hire docking stations per square kilometre/mile in each London borough?

Answer for Cycle Hire docking stations

[The Mayor](#)

Last updated: 19 December, 2017

The Cycle Hire scheme continues to be a success with last year seeing an unprecedented 10.3 million hires, 4.4 per cent more than in 2015.

The Cycle Hire scheme went live in 2010 with 400 sites and since then has been extended on three occasions: to Tower Hamlets and Canary Wharf in 2012; in 2013 to Hammersmith and Fulham, Putney and Clapham; and to the Queen Elizabeth Park earlier this year. The latest extension, with seven docking stations being delivered in Brixton, will go-live shortly.

In order to provide a network of stations Transport for London looks to position them around 300 metres apart to provide the best opportunity to both hire or dock cycles. Locations are provided and agreed through local Borough planning meetings.

Borough	Docking stations	Docking stations per sq/m
Camden	63	7.5
City of London	35	31.8
Hackney	30	4.1
Hammersmith & Fulham	64	10.1
Islington	36	6.3
Kensington & Chelsea	89	19.0
Lambeth	49	4.7
Newham	9	0.6
Southwark	45	4.0
Tower Hamlets	119	15.6
Wandsworth	63	4.8
Westminster	164	19.8

Total 766 7.8

|

Homelessness, temporary accommodation

Question No: 2017/4956

[Caroline Pidgeon](#)

Across London, how many applicants for temporary accommodation are referred to a housing unit outside of their borough? How many applicants are referred out-of-borough in each London borough?

Answer for Homelessness, temporary accommodation

[The Mayor](#)

Last updated: 19 December, 2017

DCLG data (reported to them by local authorities) shows that 19,500 (36 per cent) of the 54,180 homeless households being accommodated by London boroughs at the end of June 2017 were accommodated in another local authority area.

|

Consultation on MOPAC's public access strategy (1)

Question No: 2017/4957

[Caroline Pidgeon](#)

The Consultation Institute has named your public access strategy as the worst consultation of 2017. How do you respond to their criticism?

Answer for Consultation on MOPAC's public access strategy (1)

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Consultation on MOPAC's public access strategy (1)

[The Mayor](#)

Last updated: 05 January, 2018

The proposals saw 1,687 responses to the online survey and 900 written responses via email or letter. There were over 1,500 attendees at the public events and my Deputy Mayor for Policing and Crime, Sophie Linden, attended over 30 public meetings or meetings with political stakeholders.

Sophie Linden met with the Consultation Institute on 6 December and has been clear that, while we appreciate their feedback, we disagree with the sum of their findings. They discussed how future consultations can be conducted and we will take their comments onboard.

Consultation on MOPAC's public access strategy (2)**Question No: 2017/4958**[Caroline Pidgeon](#)

What action are you taking to ensure that the quality of the consultations that you undertake improves significantly?

Answer for Consultation on MOPAC's public access strategy (2)[The Mayor](#)

Last updated: 01 December, 2017

Officers are drafting a response

Answer for Consultation on MOPAC's public access strategy (2)[The Mayor](#)

Last updated: 01 December, 2017

While I disagree with comments that this consultation was not well run, we must of course always take time to learn and improve. We have taken on board the feedback from Assembly Members and the Consultation Institute, and where appropriate made changes to the public access consultation based on this feedback. We will take these views into account for future consultations as we do with any feedback on our conduct

Student travel**Question No: 2017/4959**[Caroline Pidgeon](#)

A constituent has asked me to raise this question with you. "A student is a student and if they have to travel back home to London at weekends they too should be given the discounts. This is a discriminatory practice against London based students who have to leave home for studying at universities outside of London. For example a student from Reading living in halls and studying in London gets TfL discounts and Rail Card discounts, a London student studying in Reading does not get the same and is disadvantaged (cost disadvantaged) for having a family home in London. In the current climate this is an easy win for the Mayor to 1. Help students under heavy debt burdens 2. Be consistent in helping students" Would the Mayor consider the suggestion put forward?

Answer for Student travel[The Mayor](#)

Last updated: 01 December, 2017

Officers are drafting a response

Answer for Student travel[The Mayor](#)

Last updated: 01 December, 2017

I know only too well how expensive fares are in London.

That is why I am committed to freezing all Transport for London (TfL) fares in London until 2020. I am also committed to maintaining all existing TfL concessions.

Students outside of London can still benefit from concessions, including the 16-25 railcard discount which can be applied to an Oystercard which University students can benefit from, regardless of where they study.

20 mph speed limits on London's roads (1)

Question No: 2017/4962

[Caroline Russell](#)

How many kilometres of the Transport for London Road Network had 20 mph speed limits when you entered office, and how many kilometres will have them in a) May 2018 b) May 2019, and c) May 2020?

Answer for 20 mph speed limits on London's roads (1)

[The Mayor](#)

Last updated: 19 December, 2017

When I entered office, the length of 20mph speed limits on the Transport for London Road Network (TLRN) was 16.8 kilometres. This had more than doubled by November 2017 to 36 kilometres.

It is not possible to say exactly what length of 20mph will be in place in May 2018, 2019 and 2020. I have asked Transport for London to consider 20mph speed limits in all new schemes on the TLRN, and to look to expand 20mph speed limits across central and inner London and town centres in outer London. I expect to see a substantial further increase in the length of 20mph speed limits on the TLRN over the coming years.

|

20 mph speed limits on London's roads (2)

Question No: 2017/4963

[Caroline Russell](#)

What success have you had in encouraging boroughs to introduce new 20 mph speed limits on their roads since your election?

Answer for 20 mph speed limits on London's roads (2)

[The Mayor](#)

Last updated: 19 December, 2017

I have had considerable success in encouraging boroughs to introduce new 20mph speed limits on their roads. The length of 20mph speed limits on borough roads grew by almost a third between July 2016 and November 2017, from 4,774 kilometres to 6,229 kilometres.

I am encouraging boroughs to introduce new 20mph speed limits on their roads through Local Implementation Plan funding and my Liveable Neighbourhoods programme. I have also asked Transport for London to provide data analysis, training and technical guidance to support the boroughs to lower speed limits in the future.

|

Overcrowding at Finsbury Park station (1)

Question No: 2017/4964

[Caroline Russell](#)

Could you share any data you have on overcrowding at this station?

Answer for Overcrowding at Finsbury Park station (1)

[The Mayor](#)

Last updated: 19 December, 2017

Finsbury Park is managed by experienced London Underground staff who apply congestion control plans as necessary to ensure that it does not become overcrowded. When there is a good service on both the Victoria and Piccadilly lines customer flows are generally very good with little congestion control needed. However, when there are gaps in the service or other service disruptions, TfL needs to manage customer flow more intensively to ensure customer safety.

Staff are able to reduce congestion on platforms, staircases and passageways by deploying control measures when platforms become busy as a result of a disruption to service such as a train non-stopping or a passenger falling ill. Appendix 4964 details the 31 occasions in 2017 when there was a platform closure at Finsbury Park. During these events staff restrict entry to the station for short periods, typically for one to two minutes for the platforms to clear.

TfL is taking steps to minimise overcrowding issues at this busy station. In 2014, TfL added two additional spiral staircases, doubling their capacity and making it easier to change between Tube and National Rail services. Work to introduce step free access to Finsbury Park Tube station is on schedule and the one-way system that is in place during construction of the lift shafts is operating well and will remain in place until March 2018. In 2019 a new, larger and more accessible station entrance will open to replace the former Wells Terrace entrance.

|

Overcrowding at Finsbury Park station (2)

Question No: 2017/4965

[Caroline Russell](#)

Will you consider keeping access open for northbound passengers when southbound platforms are blocked?

Answer for Overcrowding at Finsbury Park station (2)[The Mayor](#)

Last updated: 19 December, 2017

There is currently reduced staircase access to southbound platforms at Finsbury Park Tube station while TfL constructs the lift shafts that will make Finsbury Park Tube station step-free.

Northbound Piccadilly and Victoria line customers are able to use the spiral staircase via the National Rail entrance. It is not possible to let customers wishing to travel northbound through Station Place during the short periods when the station staff restrict access to alleviate congestion on the platforms. When this happens, customers will typically be asked to wait for a few minutes.

|

New powers over pedicabs**Question No: 2017/4966**[Caroline Russell](#)

What meetings have you or your officers had with Government this year to lobby for more powers over pedicabs?

Answer for New powers over pedicabs[The Mayor](#)

Last updated: 19 December, 2017

I have raised the need for pedicabs to be brought within TfL's regulatory framework at the two meetings I have had with the Secretary of State for Transport this year. My Deputy Mayor for Transport raised the issue in her meetings with the former Parliamentary Under Secretary of State, Lord Ahmad and written to the current Parliamentary Under Secretary of State for Roads, Local Transport and Devolution on the issue. In addition, both GLA and TfL officers continue to raise the issue regularly in meetings with Department for Transport officials and through TfL's engagement with the Government's Task and Finish Group on Taxi and Private Hire Regulation.

|

Staff toilet facilities on bus routes**Question No: 2017/4967**[Caroline Russell](#)

Has Transport for London (TfL) ever carried out a financial analysis of the cost for installing and servicing staff toilet facilities on all bus routes? If so, please provide me with all documents associated with this exercise.

Answer for Staff toilet facilities on bus routes

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Staff toilet facilities on bus routes

[The Mayor](#)

Last updated: 05 January, 2018

Transport for London (TfL) has not undertaken any financial analysis of providing toilet facilities for bus drivers at the start or end of all bus routes. TfL has tendered contracts for the provision of both temporary and permanent facilities in the past, so it has a sense of indicative costs, which are largely fixed regardless of location. Attached is the list of toilet locations for staff on bus routes.

Bus safety performance on bus routes with no toilets

Question No: 2017/4968

[Caroline Russell](#)

Has Transport for London (TfL) ever tried to correlate the safety performance of a bus route and the type of toilet facilities made available (or not) to bus drivers at route termini? If so, please send me a copy of all such analyses.

Answer for Bus safety performance on bus routes with no toilets

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Bus safety performance on bus routes with no toilets

[The Mayor](#)

Last updated: 05 January, 2018

All serious incidents on London's bus network are fully investigated to ascertain the causes. There is no clear link between the safety performance of a bus route and the toilet facilities made available. There are also no bus routes left on the network without toilet facilities located at least at one end.

Healthy Streets Check Croydon Fiveways junction

Question No: 2017/4969

[Caroline Russell](#)

Have you run a Healthy Streets Check on the proposals for Croydon Fiveways junction? If so, could you provide the full results?

Answer for Healthy Streets Check Croydon Fiveways junction

[The Mayor](#)

Last updated: 19 December, 2017

The Healthy Streets Check for Designers has recently been published and the Fiveways project is currently being appraised. TfL staff will be in touch to share the outputs with you once this is complete.

The assessment being completed is based on the design which was consulted on in summer 2017. As the design evolves, particularly in response to feedback received at consultation, the Healthy Streets Check will be carried out again as appropriate, and the outputs may change.

Healthy Streets Check

Question No: 2017/4970

[Caroline Russell](#)

Could you provide the results of any Healthy Streets Checks you have run so far, including details of any high-risk safety issues?

Answer for Healthy Streets Check

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Healthy Streets Check

[The Mayor](#)

Last updated: 05 January, 2018

The Healthy Streets Check was published in November 2017. This is a technical tool to support designers in Transport for London, the London Boroughs or the private sector in ensuring their proposed designs deliver against the ten Healthy Streets Indicators. As of 6 December no schemes have been put out for public consultation and so the check has not been formally used.

The Check is advisory and will help guide decision making and inform designers on the performance of different design options in line with the Healthy Streets Approach. Where appropriate, we will provide results of Checks undertaken when we consult on proposals for new schemes.

Zip Oyster - Transport for London enforcement policy

Question No: 2017/4971

[Caroline Russell](#)

Could you publish the outcome of the Transport for London (TfL) review into how enforcement staff deal with young people travelling without a valid Zip Oyster card?

Answer for Zip Oyster - Transport for London enforcement policy

[The Mayor](#)

Last updated: 19 December, 2017

Earlier this year Transport for London (TfL) reviewed and implemented changes to its operational policy for dealing with young people found travelling on the bus network without a valid ticket for travel.

The policy change ensures that no penalty fares will be issued to eleven or twelve-year olds found travelling without a valid ticket. Instead a letter is sent to the child's parent or guardian reminding them of the need for their child to travel with a Zip Oyster card or other valid ticket, a condition of the Zip scheme and behaviour code.

TfL's revenue staff will use their discretion for how they deal with older children depending on the circumstances.

Ultimately, the safety and welfare of the child is the most important factor in any such situation and the approach taken will be driven by this. For example, if a child does not have a ticket and needs to travel, then bus drivers and revenue staff will issue temporary permits to travel.

|

Oxford Street - alternative cycling routes

Question No: 2017/4972

[Caroline Russell](#)

What budget have you set aside for the creation of a parallel east-west cycle route as part of the transformation of Oxford Street?

Answer for Oxford Street - alternative cycling routes

[The Mayor](#)

Last updated: 19 December, 2017

Proposals for cycling are still in the development stage so a specific budget has not yet been defined. Providing good cycle facilities within the wider Oxford Street district, including a high-quality east - west route, is a top priority and funding will be available to implement it.

|

Oxford Street - interim safety improvements to nearby cycling routes

Question No: 2017/4973

[Caroline Russell](#)

Will interim safety improvements to cycling routes surrounding Oxford Street be made in time for the proposed removal of traffic from Oxford Street itself in December 2018?

Answer for Oxford Street - interim safety improvements to nearby cycling routes

[The Mayor](#)

Last updated: 19 December, 2017

As part of the transformation of Oxford Street in December 2018, Transport for London (TfL) is proposing some modest improvements for cyclists which include new advanced stop lines, a new toucan crossing and several contra flow cycle lanes so cyclists can better navigate through the area.

TfL is planning to deliver further improvements in 2019, and intends to consult on these proposals next year.

|

Oxford Street - involvement of local stakeholders regarding cycling provision

Question No: 2017/4974

[Caroline Russell](#)

Could you outline how many meetings Transport for London (TfL) officers have had with local stakeholders regarding cycling provision during the formulation of the plans to transform Oxford Street?

Answer for Oxford Street - involvement of local stakeholders regarding cycling provision

[The Mayor](#)

Last updated: 19 December, 2017

Transport for London and Westminster staff have been meeting regularly a wide range of local stakeholders, including the West End Community Network, which cover the entire scope of the project, including cycling. This is not only to update them on progress, but also to seek their input into the design process to help ensure we deliver cycling provision that Londoners rightly deserve. This is in addition to meetings with the London Cycling Campaign and other key stakeholders who have an interest in cycling. These meetings will continue again in 2018 leading up to the consultation in the summer.

|

Oxford Street - provision of additional cycle parking

Question No: 2017/4975

[Caroline Russell](#)

Will the number of cycle parking spaces on and around Oxford Street be increased before the removal of traffic in December 2018?

Answer for Oxford Street - provision of additional cycle parking

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Oxford Street - provision of additional cycle parking[The Mayor](#)

Last updated: 05 January, 2018

I am committed to delivering an increase in the number of cycle parking places as part of the Oxford Street District transformation. These will be consulted on in summer 2018 along with the rest of the Cycling Strategy.

Oxford Street - area-wide traffic reduction**Question No: 2017/4976**[Caroline Russell](#)

What measures are being considered to reduce traffic on streets surrounding Oxford Street?

Answer for Oxford Street - area-wide traffic reduction[The Mayor](#)

Last updated: 19 December, 2017

I set a red line from the outset that transforming Oxford Street could not be to the detriment of the surrounding district, and I believe the current consultation sets out proposals to achieve this. Buses have already been reduced by 40 per cent on Oxford Street, and those remaining are proposed to be curtailed at Marble Arch and Oxford Circus. Only two limited bus routes will be re-located onto Wigmore Street and Henrietta Place. Furthermore, as part of the project Transport for London has a Freight Management Plan worked up with business groups aimed at rationalising and reducing business freight trips. Please refer to <https://consultations.tfl.gov.uk/roads/oxford-street/#impacts> on traffic and environment for detailed analysis on this.

|

Oxford Street - consolidation centre**Question No: 2017/4977**[Caroline Russell](#)

Are you considering options for a consolidation centre for Oxford Street deliveries?

Answer for Oxford Street - consolidation centre[The Mayor](#)

Last updated: 19 December, 2017

A Freight Management Plan has been developed by the project, working with businesses, Transport for London (TfL) and Westminster City Council.

This includes working with businesses throughout the district to understand their current freight activity and how it could be adapted to be as efficient as possible in future. Looking at options for increased use of consolidation throughout the supply chain is a key part of TfL's overall freight strategy. This includes working with central London Business

Improvement Districts to develop local consolidation strategies that include waste consolidation, shared procurement and use of micro-consolidation centres. Freight consolidation is one tool that can be used and the project team will continue to work with businesses to determine and implement the most effective approaches. There is already a freight consolidation centre in operation, managed by the Crown Estate, and we will seek to optimise its use.

|

Anti-suicide measures at Archway Bridge

Question No: 2017/4978

[Caroline Russell](#)

Could you provide an update to your response to my question 2017/3029 on this matter?

Answer for Anti-suicide measures at Archway Bridge

[The Mayor](#)

Last updated: 19 December, 2017

In late November, LB Islington and LB Haringey's planners provisionally approved the design of proposed anti-suicide fencing - subject to agreement on the design of the end panels, and visibility of the finalised drawings. A meeting is arranged this month to further accelerate the approval. Subject to a positive outcome from this meeting, LB Haringey plan to install the fencing in spring 2018.

|

Ravenscourt Park - Piccadilly line

Question No: 2017/4979

[Caroline Russell](#)

Will you ask Transport for London (TfL) to look again at whether the Piccadilly line could stop at Ravenscourt Park underground station?

Answer for Ravenscourt Park - Piccadilly line

[The Mayor](#)

Last updated: 19 December, 2017

Transport for London (TfL) has previously looked at the possibility of stopping Piccadilly line trains at Ravenscourt Park station.

This would disadvantage the majority of customers using the Piccadilly line by adding time to their journeys, reducing the frequency of trains and reducing the overall reliability of the line. Due to the disadvantages to the majority of passengers outweighing the advantages for a smaller number of passengers, TfL does not plan to implement this change.

|

Brixton Low Emission Bus Zone**Question No: 2017/4980**[Caroline Russell](#)

On 6 January 2017, you announced 10 new Low Emission Bus Zones and said that the route between Brixton and Streatham was set for October 2017. Have all the buses on this route now been converted to meet or exceed the Euro VI emissions standard? If not, can you provide a breakdown of all the buses that fall below this standard and include the dates they will comply with this standard?

Answer for Brixton Low Emission Bus Zone[The Mayor](#)

Last updated: 19 December, 2017

Yes. I am delighted to announce that all 23 routes using this zone either meet or exceed the Euro VI standard.

|

Draft London Plan - threat of 'garden grabbing**Question No: 2017/4981**[Caroline Russell](#)

The current London Plan policy says: "Boroughs may in their LDFs introduce a presumption against development on back gardens or other private residential gardens...". Why does your draft London Plan not include an equivalent presumption to prevent 'garden grabbing' from inappropriate extensions and development?

Answer for Draft London Plan - threat of 'garden grabbing[The Mayor](#)

Last updated: 19 December, 2017

Londoners have always been able to develop on a proportion of their back gardens under the government's permitted development rights. My new draft London Plan seeks to meet housing need by making the best use of available land without encroaching on designated open space and by ensuring there is sufficient space available for other essential land uses, including employment and infrastructure. Where small-scale development that requires planning permission results in a loss of green cover, my new Plan goes further than the old Plan by stipulating that this should be fully mitigated to ensure that there is no overall net loss of green cover. This provides a more practical approach to manage what is already happening across London, but importantly ensures this form of development actually results in additional homes that benefit Londoners.

|

Boroughs with worst recycling records - power of direction**Question No: 2017/4982**[Caroline Russell](#)

According to the Department for Environment, Food & Rural Affairs' (DEFRA) 2015/16 annual recycling data, 13 London boroughs recycle less than 30 per cent of collected household waste. Four of these recycle less than 20 per cent. Will you consider using your powers of direction against the boroughs with the worst recycling rates that make no significant efforts to meet your recycling targets?

Answer for Boroughs with worst recycling records - power of direction[The Mayor](#)

Last updated: 19 December, 2017

London's 2016/17 household recycling rate improved by 1 per cent to 33 per cent, the first year that London has experienced an increase since 2011. Ealing and Bexley are both recycling more than 50 percent which is the national target for 2020. The increase is welcome news but London's performance is woeful and still lags behind the rest of the country and while there are reasons for this - such as the high proportion of Londoners living in flats and the city's transient population - clearly there is much more work to do. I am determined that boroughs raise recycling rates, to help reach the London-wide target of recycling 65 percent of London's waste by 2030 and sending zero recyclable waste to landfill by 2026.

In my draft London Environment Strategy (LES) I have set a minimum level of service for every borough to collect the six main dry recyclables and food, including from flats where practicable to do so. Through the London Waste and Recycling Board I am also providing technical assistance and up to £9m (from 2017 to 2020) to support London's waste authorities to provide better recycling services. This includes £1 million to specifically tackle recycling performance in flats.

My officers review all borough waste contracts for alignment with my waste policies and that measures are in place to drive up recycling performance. If London boroughs do not deliver on this essential policy I will have no option but to consider using my power of direction as a tool of last resort.

|

Collective waste authority target in the draft Environment Strategy

Question No: 2017/4983

[Caroline Russell](#)

Are you concerned that the proposed collective waste authority recycling target in your draft Environment Strategy could result in the four London boroughs with the worst recycling records in London, making little or no effort to improve?

Answer for Collective waste authority target in the draft Environment Strategy

[The Mayor](#)

Last updated: 19 December, 2017

I believe that it is in every London borough's interest to improve its recycling rate because that's what their residents want and because traditional disposal routes such as incineration and landfill are becoming increasingly expensive.

In my draft Environment Strategy, I have consulted on whether borough-level recycling targets are required to drive higher recycling rates and importantly avoid under performance at the local level. I will consider the responses before publishing my final strategy in 2018. I have set a minimum level of service requiring the collection of the six main dry recyclable materials and food waste that all boroughs will need to provide to every household, including flats where practicable to do so. Some boroughs face challenges to increase their recycling rates, especially those with high proportions of high density housing and those with limited funding to improve recycling services in a cost-effective way. Therefore, through the London Waste and Recycling Board, I am also providing up to £9m (from 2017 to 2020) to help London's waste authorities overcome these challenges. This includes £1 million to specifically tackle recycling performance in flats.

|

Energy for Londoners - Angelic Energy**Question No: 2017/4984**[Caroline Russell](#)

Thank you for your response to my question 2017/4326 regarding your views on Islington Council launching Angelic Energy, a 'white label' energy company. Have any other London boroughs expressed an interest to you or your officers in setting up 'white label' or 'fully licensed' energy supply companies?

Answer for Energy for Londoners - Angelic Energy[The Mayor](#)

Last updated: 19 December, 2017

My officers are not aware of any.

|

Energy for Londoners - white label plus**Question No: 2017/4985**[Caroline Russell](#)

Regarding your preference for a 'white label plus' option for your Energy for Londoners energy supply company, what will the 'plus' element involve?

Answer for Energy for Londoners - white label plus[The Mayor](#)

Last updated: 19 December, 2017

I said in my draft London Environment Strategy that I would tender for the delivery of an energy supply company. My aim is to secure the right outcomes for Londoners as quickly as possible and I am open to innovative approaches and ideas around the form that an energy company or partnership takes. I published my desired outcomes last month to test the ability of potential suppliers to deliver them and intend to launch a formal tender process in the New Year. In summary, these outcomes are: competitively priced energy, exemplary customer satisfaction, helping the fuel poor through innovation, using data to improve delivery, working with low carbon and energy offers, reinvesting revenues in London and allowing a possible future transition to a fully licensed company.

|

Transport for London - energy procurement (2)

Question No: 2017/4986

[Caroline Russell](#)

Thank you for your answer to my question 2017/4327 in which you said that "TfL currently uses the Government's buying framework to procure its electricity which delivers considerable cost savings for the business. TfL has investigated procuring renewable energy through the framework; however this would mean paying a premium". Can you explain why procuring renewable energy through this framework will mean 'paying a premium'?

Answer for Transport for London - energy procurement (2)

[The Mayor](#)

Last updated: 19 December, 2017

To purchase renewable energy from a generator, the supplier also has to purchase the Renewable Energy Guarantees of Origin (REGOs) certificates. The value of the REGOs is market related, currently around £0.30/MWh - £0.40/MWh. This premium to the unit cost of the power is passed onto the customer i.e. Transport for London when it purchases the power.

|

Transport for London - energy procurement (3)

Question No: 2017/4987

[Caroline Russell](#)

In answer to my question 2017/4327 you said that "TfL will pursue... power purchase agreements to support the delivery of renewables outside London." What agreements are being sought with what technologies? When are these agreements anticipated to be in place?

Answer for Transport for London - energy procurement (3)

[The Mayor](#)

Last updated: 19 December, 2017

The Crown Commercial Service (CCS), through which Transport for London (TfL) currently buys all its electricity, is looking at how its customers can secure renewable power purchase agreements. TfL is meeting with the CCS in December to understand the potential technologies and timescales.

|

Transport for London - solar energy tender

Question No: 2017/4988

[Caroline Russell](#)

The RE:FIT solar photovoltaic (PV) and energy efficiency invitation to tender from Transport for London (TfL) was scheduled to secure a partner by September 2017. Has this happened? What is the timeline for installations of PV projects?

Answer for Transport for London - solar energy tender

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Transport for London - solar energy tender

[The Mayor](#)

Last updated: 09 February, 2018

The service provider selected for the Transport for London RE:FIT project will be announced later this month. It is anticipated that the first installations will commence in early 2019.

Licence Lite

Question No: 2017/4989

[Caroline Russell](#)

Could you provide an update on plans from Transport for London (TfL) for using Licence Lite to secure local low carbon electricity and a timeline for operation?

Answer for Licence Lite

[The Mayor](#)

Last updated: 12 February, 2018

Transport for London plans to buy clean, locally generated electricity from Licence Lite as an electricity supply customer from 1st January 2018 for a period of 12 months. The 12 month period is to give us time to look at how it has worked, before any decisions on taking it forward.

Transport for London - energy demand

Question No: 2017/4990

[Caroline Russell](#)

What is the split between the high voltage and low voltage electricity demand by Transport for London (TfL) on an annual basis? What are TfL's plans to secure low carbon and renewable electricity for their high voltage demand?

Answer for Transport for London - energy demand

[The Mayor](#)

Last updated: 19 December, 2017

The split between high voltage and low voltage annual electricity demand for Transport for London (TfL) is 75:25. TfL is investigating opportunities to power its high voltage services through local renewable generation, via third parties or on its own land, and also through power purchase agreements to support the delivery of renewables outside of London.

Cost of new London & Partners offices |

Cost of new London & Partners offices

Question No: 2017/4991

[Caroline Russell](#)

On 17 November 2017, you announced that you will be opening six new London & Partners promotional offices overseas. How much it will cost to set up each office and how much it will cost to run each office annually?

Answer for Cost of new London & Partners offices

[The Mayor](#)

Last updated: 19 December, 2017

London & Partners will increase its resources in key overseas markets, by adding an extra 16 posts in six cities where there currently is no coverage. The new roles will be based in shared workspaces in each city to ensure value for money.

|

Grants for non-rental community-led housing**Question No: 2017/4992**[Siân Berry](#)

The Homes and Communities Agency is now giving grants for shared ownership to unregistered bodies, such as community-led housing organisations. Have you considered providing grants for this and other non-rental products like resale price covenants?

Answer for Grants for non-rental community-led housing[The Mayor](#)

Last updated: 19 December, 2017

Yes.

|

Grants for community-led housing organisations**Question No: 2017/4993**[Siân Berry](#)

I am pleased to see more flexibility in grants being given to registered providers in your new housing programme. At the Assembly Housing Committee on 8 November 2017, it was suggested that this flexibility may be extended to organisations who are not registered providers, as long as grants are not made conditional on the provision of sub-market rental homes. Does this mean that grants without conditions might be made available to organisations whose constituted aims are to provide more affordable homes, such as many community-led housing organisations?

Answer for Grants for community-led housing organisations[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Grants for community-led housing organisations[The Mayor](#)

Last updated: 11 January, 2018

All grants, including those to community led housing organisations, will be made with appropriate conditions.

Community-led housing national funding in London**Question No: 2017/4994**[Siân Berry](#)

At the national Community-Led Housing Conference on 27 November 2017, Housing Minister Alok Sharma confirmed the Government's commitment to spend £60 million on

community-led housing nationally per year. Have you, or are you planning to speak to the Minister about how that fund can be best used in London?

Answer for Community-led housing national funding in London

[The Mayor](#)

Last updated: 19 December, 2017

My officers are working closely with officers from the Department for Communities and Local Government on how the fund can best be used in London, and I will speak to the Minister if necessary.

|

London Charter for leasehold service charges

Question No: 2017/4995

[Siân Berry](#)

Your draft Housing Strategy reiterates your manifesto pledge to create a 'London Charter' to standardise approaches to leasehold service charges. When will this charter be completed and published?

Answer for London Charter for leasehold service charges

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for London Charter for leasehold service charges

[The Mayor](#)

Last updated: 11 January, 2018

The London Charter for shared ownership homes is available on the GLA website at: www.london.gov.uk/socharter. My officers will now begin discussions with the wider housing industry to extend the charter to other new leasehold homes.

First dibs for Londoners (2)

Question No: 2017/4996

[Siân Berry](#)

Thank you for your response to my question 2017/4343. Disappointingly, there isn't much detail of the 'first dibs' policy in the housing section of the draft London Plan. However, you do mention (in paragraph 4.1.6) that you will be discussing measures to ensure more

new homes are available first to Londoners with major housebuilders. How will you include Londoners in need of affordable housing in your discussions about these proposals?

Answer for First dibs for Londoners (2)

[The Mayor](#)

Last updated: 19 December, 2017

My proposals to make more new homes available to Londoners before anyone else are referenced in my draft Housing Strategy. Londoners have been extremely engaged with all proposals in the draft strategy during its 3-month consultation period.

|

Tenancy deposit loans (2)

Question No: 2017/4997

[Siân Berry](#)

Thank you for your responses to my questions 2017/4307 and 2017/3971. Will you set out an action plan alongside the Fifty Thousand Homes campaign to engage with more employers to promote tenancy deposit loans to Londoners? In particular, what will you do to support sectors that find it more difficult to implement these schemes in London?

Answer for Tenancy deposit loans (2)

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Tenancy deposit loans (2)

[The Mayor](#)

Last updated: 05 January, 2018

Over the past year, I have been working with London First to promote the tenancy deposit loan scheme as widely as possible and I am pleased that around 110,000 Londoners are now covered by the scheme.

As I committed in my response to your question 2017/4307, I will also look at whether we can include tenancy deposit loans in my forthcoming Good Work Standard. I have sought the views of a range of organisations to make sure that my Good Work Standard focusses on the right goals and objectives and my officers are now looking at the responses to the call for evidence and will provide me with advice on taking this forward.

Listening to private renters and social housing tenants

Question No: 2017/4998

[Siân Berry](#)

Thank you for your responses to my questions 2017/2099 and 2017/3614. Without representation on the board of Homes for Londoners, how will you regularly engage with

private renters and social housing tenants to ensure their interests are represented in City Hall?

Answer for Listening to private renters and social housing tenants

[The Mayor](#)

Last updated: 19 December, 2017

The three-month consultation on my draft London Housing Strategy engaged extensively with Londoners and these consultation responses will help shape the final version of the London Housing Strategy. In addition, my deputy Mayor and I, alongside GLA officers, are in frequent contact with a wide range of organisations that represent Londoners of different housing tenures and other diverse interests.

|

Affordable student rent (1)

Question No: 2017/4999

[Siân Berry](#)

Thank you for your response to my question 2016/4145. In your draft London Plan (section 4.17.7) affordable student rent is defined as “a rental cost for the academic year equal to or below 55 per cent of the maximum income that a new full-time student studying in London and living away from home could receive from the Government’s maintenance loan for living costs for that academic year.” Why is this proportion of income so much higher than the definition of London Living Rent, which is “based on a third of average local household incomes”?

Answer for Affordable student rent (1)

[The Mayor](#)

Last updated: 19 December, 2017

The definition for affordable student accommodation was developed through the work of my Academic Forum. It only applies to the cost of renting purpose-built student accommodation (PBSA) and not to rents in conventional housing. PBSA differs from conventional market housing in that the rent charges are for inclusive packages that cover utilities, facilities management and internet access as well as access to communal amenity areas and facilities. The cost of these services and utilities would be in addition to rental cost for a student in conventional housing. In addition, unlike housing expenditure for the general population, students will only be living in student accommodation for a few years. The assessment of affordability takes into account the temporary nature of a student’s time in this accommodation combined with its benefits and the average rents charged in accommodation owned and managed by London universities.

|

Affordable student rent (2)**Question No: 2017/5000**[Siân Berry](#)

Could you provide details of how the National Union of Students and other student advocates were consulted in reaching the definition of affordable student rent in your draft London Plan?

Answer for Affordable student rent (2)[The Mayor](#)

Last updated: 19 December, 2017

The definition for the affordable student accommodation rental cost was developed through the work of my Academic Forum which is composed of representatives from the boroughs, universities, private and voluntary sector accommodation providers and students, and is chaired and serviced by the GLA. The National Union of Students is a member of this forum and have been closely involved in the development of the definition of affordable student accommodation and its implementation.

|

Affordable student rent (3)**Question No: 2017/5001**[Siân Berry](#)

Will you publish any evidence you have used in reaching the definition of affordable student rent in your draft London Plan?

Answer for Affordable student rent (3)[The Mayor](#)

Last updated: 19 December, 2017

The definition for affordable student accommodation rental cost was developed through the work of my Academic Forum. The meeting notes and papers which have led to the definition are available to download from this webpage: <https://www.london.gov.uk/what-we-do/planning/who-we-work/planning-working-groups/mayor%E2%80%99s-academic-forum>

The Housing SPG contains a detailed explanation of affordable student accommodation and it can be downloaded from: <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/supplementary-planning-guidance/housing-supplementary>

|

Secure tenancies for private renters**Question No: 2017/5002**[Siân Berry](#)

According to opinion research released by Generation Rent on 3 November 2017, one in three private renters are worried that they will have to move home in the next year. Outside conditions on new homes, how will you encourage existing private landlords to provide longer tenancies for renters?

Answer for Secure tenancies for private renters[The Mayor](#)

Last updated: 19 December, 2017

As set out in my draft London Housing Strategy, I will work with landlord and tenant groups to develop a 'London Model' of private renting focused on improving security of tenure for private tenants.

|

Affordable housing - annual compliance audit**Question No: 2017/5003**[Siân Berry](#)

Thank you for your answers 2016/4590 and 2016/4589 to my questions on the monitoring of affordable home rent compliance under your funding programme. Could you publish the three most recent annual compliance audits for your affordable housing programme including the reports on individual registered providers? If these are already published, please provide a link.

Answer for Affordable housing - annual compliance audit[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Affordable housing - annual compliance audit[The Mayor](#)

Last updated: 11 January, 2018

The compliance audit reports are for each investment partner/registered provider, not for the overall programme.

As set out in the capital funding guide the compliance audit reports are only to be disclosed to others who may have statutory rights of access to the reports.

Affordable housing - staircasing of shared ownership homes**Question No: 2017/5004**[Siân Berry](#)

Thank you for your answers to my questions 2016/4590 and 2016/4589 on the monitoring of affordable home rent compliance under your funding programme. Does the annual compliance audit also look at the rate of 'staircasing' of shared ownership homes from the initial share to full ownership? Does your team investigate in cases where affordable homes are staircased to 100 per cent ownership (and thus to market housing) in an unfeasibly short amount of time?

Answer for Affordable housing - staircasing of shared ownership homes[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Affordable housing - staircasing of shared ownership homes[The Mayor](#)

Last updated: 05 January, 2018

No. Annual compliance audits look at the information submitted at bidding stage and then at completion of the scheme. The rate of staircasing is not monitored.

Lost property in London (2)**Question No: 2017/5005**[Siân Berry](#)

Thank you for your response to my question 2017/4350. Do you agree that the lost property service within Transport for London (TfL) should be expanded to support Londoners who lose valuable items outside the public transport system, or who find lost items and wish to return them to their owners?

Answer for Lost property in London (2)[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Lost property in London (2)[The Mayor](#)

Last updated: 05 January, 2018

Transport for London's (TfL) lost property office continues to provide a valuable service for London, as it has for over eighty years, but is not suited to handle property found outside the transport network. The operation runs at a cost to TfL and the legislation that allows it to operate restricts its scope to the TfL transport network only. The right to charge fees and hold unclaimed goods also make the service incompatible with the laws covering items found on the transport network

Tougher sentences for young people**Question No: 2017/5006**[Siân Berry](#)

In a speech to the Howard League for Penal Reform on 10 November 2017, the Metropolitan Police Commissioner said that teenage lawbreakers should face “harsher and more effective” prison sentences. Do you agree with this view?

Answer for Tougher sentences for young people[The Mayor](#)

Last updated: 19 December, 2017

I share the Commissioner’s concern at the damage inflicted on communities from repeat offending by a hardcore of young Londoners.

We will not give up on young people who have made the wrong choices. That’s why we have launched a community-wide anti-knife crime campaign, and we are improving the support available to young offenders. But I’m also very clear that those who forego chances to leave crime behind and persist in offending should feel the full force of the law.

However, custody currently doesn’t do enough to rehabilitate those who are detained. I am committed to looking at how custodial arrangements in London could be improved and exploring ways to improve these ‘through the gate’ services and ultimately reduce youth reoffending. This is a commitment within my Police and Crime Plan.

|

Dedicated Ward Officer hubs in London**Question No: 2017/5007**[Siân Berry](#)

MOPAC’s draft Public Access and Engagement Strategy released in July 2017 did not specify which police stations are now going to be Dedicated Ward Officer hubs. Now that the strategy has been finalised, could you provide a list of all planned Dedicated Ward Officer hubs in each borough?

Answer for Dedicated Ward Officer hubs in London[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Dedicated Ward Officer hubs in London[The Mayor](#)

Last updated: 08 January, 2018

As the Strategy makes clear, where possible, Dedicated Ward Officer (DWO) hubs will be in existing police buildings or current Safer Neighbourhood Bases (SNB) which we are retaining due to long leases or low running costs – these are set out in the Strategy. It is likely that all retained police stations with public access will have DWOs based in them, although this may vary across London.

The MPS is now working across London to identify other locations for DWO hubs with partners. No SNB will close until the appropriate DWO hub has opened, except for where costs are very high and suitable alternative provision can be made.

Closure of Albany Street police station

Question No: 2017/5008

[Siân Berry](#)

Why were people told at the MOPAC Public Access and Engagement Strategy public meeting in Camden on 19 September 2017 that a police base at Albany Street was going to be added to the final plans, when this change was in fact not in the final published access strategy and the building remains listed for disposal? What is the final decision on Albany Street?

Answer for Closure of Albany Street police station

[The Mayor](#)

Last updated: 19 December, 2017

The police base on Albany Street will be retained. The public access strategy makes clear that some buildings listed for disposal may be retained for operational reasons

Financing the construction sector

Question No: 2017/5009

[Siân Berry](#)

A constituent has asked, what are you doing through your housing programmes to encourage less dependency on banks as sources of finance for the construction and housing development sector in London?

Answer for Financing the construction sector

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Financing the construction sector

[The Mayor](#)

Last updated: 11 January, 2018

In November 2016, I secured the largest ever affordable housing funding settlement from Government to City Hall, with £3.15bn allocated to deliver 90,000 affordable housing starts by 2021. This is complemented by other programmes, such as the London Housing Bank, which currently has a budget of up to £200m, and the Housing Zones programme, which currently has a facility to make loans up to £200m.

Private developer finance for small developers

Question No: 2017/5010

[Siân Berry](#)

A constituent has asked, have you considered introducing a guarantee for private development finance to be made available to small developers building on sites which meet or exceed your target of affordable housing provision on each site in London?

Answer for Private developer finance for small developers

[The Mayor](#)

Last updated: 19 December, 2017

Development finance is provided by central Government, and £1.5bn was announced in the 2017 Autumn budget specifically targeted at SMEs who cannot access the finance they need to build. My Affordable Homes Programme also offers grant funding to developers of affordable housing - small developers interested in receiving funding for new affordable homes must be qualified as an investment partner, and details of how to do so are on the London.gov.uk website.

|

Developments on public land

Question No: 2017/5011

[Siân Berry](#)

How many housing developments with planning approval on public land in London do you estimate are delayed and have passed the original completion date? How do you plan to address any delays?

Answer for Developments on public land

[The Mayor](#)

Last updated: 01 December, 2017

The GLA does not have this information at present.

Local authorities and small builders**Question No: 2017/5012**[Siân Berry](#)

What conversations have you had with local authorities about the importance of supporting smaller builders and developers of residential properties either in their local plans or through other measures?

Answer for Local authorities and small builders[The Mayor](#)

Last updated: 19 December, 2017

My officers have had numerous discussions with boroughs on this topic, which were taken into account during the development of my draft London Housing Strategy and draft London Plan.

|

Rogue landlord and letting agent database - tenants**Question No: 2017/5013**[Siân Berry](#)

A constituent wants to know, how will you support tenants who rent a property from a landlord who becomes convicted as a rogue landlord and put on your rogue landlord and letting agent database?

Answer for Rogue landlord and letting agent database - tenants[The Mayor](#)

Last updated: 19 December, 2017

The data on my Rogue Landlord and Agent Checker is supplied in most cases by councils, who lead on enforcement action. I have set up a partnership that works with every London borough to share best practice and improve services to support tenants affected by enforcement action against rogue landlords.

|

MPS Falcon Funding**Question No: 2017/5014**[Siân Berry](#)

How much funding has been allocated for the Metropolitan Police Services Fraud and Linked Crime Online team (FALCON) for each financial year since 2012?

Answer for MPS Falcon Funding[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for MPS Falcon Funding

[The Mayor](#)

Last updated: 08 January, 2018

FALCON only came into inception part way through the financial year 2014/15 and therefore, funding information is only available from financial year 2015/16 onwards, as set out below:

	2015/16£	2016/17£	2017/18£
Police Pay	11,921,820	15,871,873	14,231,898

FALCON forms part of a wider division within the SC&O business group and so other non-pay costs are not readily identifiable.

Falcon receives external funding through a Home Office grant from the National Cyber Security Programme, funding is only claimed against actual spend of officer and associated costs not included in the costs above.

	2015/16£	2016/17£	2017/18£
National Cyber Security Programme	2,100,000	2,500,000	2,800,000

Cybercrime and support for local authorities (1)

Question No: 2017/5015

[Siân Berry](#)

Could you provide details of how you are working with London's local authorities to ensure they are protected from fraud and cybercrime?

Answer for Cybercrime and support for local authorities (1)

[The Mayor](#)

Last updated: 19 December, 2017

The Met's Operation Falcon is developing a strategy to assist in this area. At present victim's reports are being used to help identify vulnerabilities and seek to address enablers. Some of the delivery will use existing material which is already available such as the Little Book of Big Scams and Little Book of Cyber Scams (booklets which identify common scams and provide basic protect advice to the reader). Plans are also being delivered for the delivery of table top exercises and presentations, to demonstrate the threat of Social Engineering, spoofing and data leakage as vulnerabilities. The work of the London Digital Security Centre may also be extended to help support Local Authorities.

|

Cybercrime and support for local authorities (2)**Question No: 2017/5016**[Siân Berry](#)

What measures have you put in place to work with London's local authorities to ensure they are helping to protect vulnerable citizens from fraud and financial crime and abuse?

Answer for Cybercrime and support for local authorities (2)[The Mayor](#)

Last updated: 19 December, 2017

Operation Falcon (MPS) is developing a strategy to assist in this area. This will be based on operational outcomes as well as victims' reports, to identify vulnerabilities and seek to address enablers. Part of the strategy will include communications such as the Little Book of Big Scams and Little Book of Cyber Scams (booklets which identify common scams and provide basic protect advice to the reader). Plans also include future delivery of table top exercises and presentations, to demonstrate the threat of Social Engineering, spoofing and data leakage as vulnerabilities.

|

Money laundering in London**Question No: 2017/5017**[Siân Berry](#)

During the 2016 Mayoral election you claimed that London is the "world's capital for money laundering". What research have you done to support this claim and what measures have you put in place to ensure this is no longer the case?

Answer for Money laundering in London[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Money laundering in London[The Mayor](#)

Last updated: 08 January, 2018

The statement that London is the "world's capital for money laundering" has been widely used by many in politics, media and those in the academic world. The MPS remain at the forefront in the global law enforcement response to fighting money laundering. The MPS has over 300 dedicated financial investigators and these officers are engaged proactively and reactively with significant success.

Cyber security strategy**Question No: 2017/5018**[Siân Berry](#)

Thank you for your response to my question 2017/2218. When will you release your cyber security strategy?

Answer for Cyber security strategy[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Cyber security strategy[The Mayor](#)

Last updated: 08 January, 2018

The Chief Digital Officer is currently reviewing cyber-security and resilience in the new Smart London Plan, to be launched during London Tech Week 2018, and as part of the draft Economic Development Strategy.

Cybercrime education in London**Question No: 2017/5019**[Siân Berry](#)

Thank you for your response to my question 2017/2218. Will you ensure that young people in London are being educated on the dangers of fraud and identity crime by championing tailored lessons in your London Curriculum?

Answer for Cybercrime education in London[The Mayor](#)

Last updated: 19 December, 2017

My Education and Youth team will consider how existing and planned London Curriculum resources could cover these issues and signpost to more specialist support in its ambition to help children and young people become active and safe citizens.

|

Cancer care for BAME Londoners**Question No: 2017/5020**[Siân Berry](#)

According to the National Cancer Patient Experience Survey by Macmillan Cancer Support (reported here: <http://www.bbc.co.uk/news/uk-england-london-42050450>), black and minority ethnic Londoners and those who live in deprived areas, report worse experiences with cancer care. As part of your responsibility for reducing health inequalities, what will you do to address this?

Answer for Cancer care for BAME Londoners[The Mayor](#)

Last updated: 19 December, 2017

My powers and responsibilities in this area are very limited - that is the reason I haven't focused the Health Inequalities Strategy on patient experience or access issues. These are the responsibility of the Secretary of State for Health - his statutory duty.

That said, I have committed to do all I can. On 21 November, I launched 'London Cancer Voices', a campaign led by Macmillan Cancer Support aimed at improving early cancer diagnosis.

I regularly meet NHS leaders - including Professor Jane Cummings, the new Regional Director at NHS England who I met last month - and we review NHS performance including the cancer targets and other issues.

The health commissioners are funding cancer improvement programmes to address via a programme in Healthy London Partnerships.

|

Anti-human trafficking funds**Question No: 2017/5022**[Andrew Boff](#)

How much does the Met police receive in dedicated anti-human trafficking funds from the Government, the EU and any other sources?

Answer for Anti-human trafficking funds[The Mayor](#)

Last updated: 19 December, 2017

The MPS receives no additional Government funding that is exclusive for combatting modern slavery.

There is funding available from Eurojust for specific modern slavery investigations, forming part of a Joint Investigation Team (JIT) agreement. In 2017 the MPS secured a total of €125,000 funding specifically for travel, accommodation & interpreter costs linked to JIT enquiries.

In addition to this, the MPS is set to receive £264,112 from a collaboration agreement with the Devon & Cornwall PCC, funding three dedicated posts as part of national Police Transformation Fund programme. This funding provides an additional analyst, Detective Sergeant and a Police Constable who will exclusively support modern slavery investigations in London.

|

TfL Rail Delays (1)**Question No: 2017/5025**[Keith Prince](#)

Does the Mayor believe the current levels of delays on TfL Rail are acceptable?

Answer for TfL Rail Delays (1)[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for TfL Rail Delays (1)[The Mayor](#)

Last updated: 05 January, 2018

Reliability on the Great Eastern Metro service has improved considerably since operations transferred to TfL in May 2015. TfL Rail has consistently been one of the highest performing operators nationwide. A number of measures have driven these improvements, including improving the maintenance and reliability of rolling stock, introducing staffing at stations from first to last train, and working closely with Network Rail to improve the reliability of infrastructure.

However, I am clear that no delays are acceptable. Recent factors have contributed to a slight dip in performance in recent periods. This has included Network Rail experiencing several infrastructure faults, including several high impact signalling system failures, seasonal weather changes causing speed restrictions on the route, and unforeseen disruption to services caused by trespassers on the line.

The phased introduction of the new trains in preparation for the launch of the Elizabeth line has also had an impact. The trains underwent significant testing before being introduced, but as is to be expected with a new fleet, there have been some minor issues that only occur when in full passenger use. TfL continues to work hard with all others who impact reliability on the line to ensure lessons are learned and that these issues are resolved promptly.

TfL Rail Delays (2)**Question No: 2017/5026**[Keith Prince](#)

Does the Mayor believe that blaming “slippery rails” is a good excuse for delays of the TfL Rail service between Shenfield and Liverpool Street?

Answer for TfL Rail Delays (2)[The Mayor](#)

Last updated: 19 December, 2017

All national passenger railways in the UK have to provide reasons for delay from a predefined generic list of terms. Generic reasons were developed to ensure consistency

across train operators (especially where lines are shared by multiple operators) in an effort to keep things as simple and clear as possible for customers.

The standard national explanation for delays caused by leaf fall is 'slippery rails' and this reason is used by all UK train operators.

Network Rail is responsible for carrying out work to minimise disruption to services caused by leaf fall. The unprecedented early arrival of the leaf fall season this autumn has impacted services nationally. In response, Network Rail will begin treating the line with the Rail Head Treatment Train two weeks earlier than normal in 2018. The new trains which are gradually being introduced on the route will improve matters in future years as they feature superior traction and braking control systems.

|

TfL Rail Delays (3)

Question No: 2017/5027

[Keith Prince](#)

Is the Mayor confident that TfL Rail delays will not undermine the successful launch of Crossrail?

Answer for TfL Rail Delays (3)

[The Mayor](#)

Last updated: 19 December, 2017

The introduction of Elizabeth line services in December 2018 will transform the way Londoners move around the capital and there is no need to question its launch.

The Crossrail construction programme is approaching 90 per cent completion. The new tunnels and stations through central London and Docklands are on schedule to open as planned in December 2018.

TfL Rail is consistently one of the highest performing operators nationwide. Recent factors have contributed to a slight dip in performance in recent periods. This has included Network Rail experiencing several infrastructure faults, including several high impact signalling system failures, seasonal weather changes causing speed restrictions on the route and unforeseen disruption to services caused by trespassers on the line.

The phased introduction of the new trains in preparation for the launch of the Elizabeth line has also had an impact. The trains underwent significant testing before being introduced, but as is to be expected with a new fleet, there have been some minor issues that only occur when in full passenger use. TfL continues to work closely with industry partners to ensure lessons are learned and that these issues are resolved promptly.

|

Taxis and PHVs (1)**Question No: 2017/5028**[Keith Prince](#)

With Knowledge of London applications at a record low and All London Taxi licence surrenders at an all-time high, does the Mayor consider his Taxi and Private Hire action plan a success?

Answer for Taxis and PHVs (1)[The Mayor](#)

Last updated: 19 December, 2017

I am fully committed to creating a vibrant taxi and private hire market. A number of key elements of the Action Plan have already been delivered. This includes the increased number of compliance officers, wide ranging changes to Private Hire Regulations, and mandatory card and contactless payments which has greatly improved the customer experience. Delivery of the full scope of the Action Plan will take a number of years and I am happy with the progress made to date.

Transport for London will be meeting with trade representatives in February to explore options that are available to accredit the Knowledge as a formal qualification. Accreditation of the Knowledge could enable those studying it to access student loans making it a more attractive career option for many.

|

Taxis and PHVs (2)**Question No: 2017/5029**[Keith Prince](#)

What is the Mayor's explanation for the 20% rise in TPH Journey-related sexual offences in 2016?

Answer for Taxis and PHVs (2)[The Mayor](#)

Last updated: 19 December, 2017

Tackling these offences remains a priority for Transport for London (TfL) and the police and every report is taken extremely seriously and fully investigated. TfL and the police are working to improve the safety of travelling by taxi or private hire through regular checking of vehicles, drivers and operators and public awareness campaigns, such as Safer Travel at Night, and efforts to improve confidence to report these issues.

Travelling by Taxi and Private Hire (TPH) vehicle is a safe way to travel in the Capital with tens of millions of journeys made in TPH vehicles every year without incident.

The reported increase in TPH journey-related sexual offences follows the trend seen in national and London wide figures for sexual offences, with a 14 per cent increase in sexual offences recorded by the police across the country. The increase will also be driven in part

by TfL's campaign to encourage victims to report any sexual behaviour by a driver and the increase in the number of licensed drivers.

|

Taxis and PHVs (3)

Question No: 2017/5030

[Keith Prince](#)

The Transport Minister John Hayes has announced the formation of a working group, with the intention of updating Taxi and Private Hire best practice guidance. Will the Mayor adhere to this guidance?

Answer for Taxis and PHVs (3)

[The Mayor](#)

Last updated: 19 December, 2017

Transport for London (TfL) has been invited to join the Working Group and TfL representatives have attended all of its meetings to present the challenges faced by London on key issues.

The Government best practice guidance for taxi and private hire is due to be put out to consultation in 2018. I am sure that you will agree that it would be irresponsible to commit the London trade to guidance that has yet to be published.

|

Taxis and PHVs (4)

Question No: 2017/5031

[Keith Prince](#)

Is the Mayor aware of the DfT's response to a petition asking the Government to Stop 'Taxi's' being allowed to work in areas where they aren't licensed?

Answer for Taxis and PHVs (4)

[The Mayor](#)

Last updated: 11 January, 2018

Cross border hiring is a national issue which is why I have called on Government to work with us to solve it.

Please also see my answer to 2017/5032.

London Underground cleaning staff (2)

Taxis and PHVs (5)**Question No: 2017/5032**[Keith Prince](#)

Can the Mayor explain why TfL have not introduced an 'intended use' policy instead of blaming the Government for Cross Border Hiring issues?

Answer for Taxis and PHVs (5)[The Mayor](#)

Last updated: 19 December, 2017

Transport for London (TfL) has considered an intended use policy, and is paying close attention to Knowsley Borough Council's Intended Use Policy which is currently subject to judicial review.

With the size of London's private hire trade, an intended use policy would place a very significant additional burden on drivers, operators and TfL's compliance teams. This is a national issue which is why I have called on Government to solve cross border hiring through the introduction of a start or finish requirement.

|

Taxis and PHVs (6)**Question No: 2017/5033**[Keith Prince](#)

Can the Mayor explain why TfL's Taxi & Private Hire Compliance Officers are not checking the bookings of Taxi and PH Drivers that they stop to see if they are predominantly working in areas for which they are not licensed?

Answer for Taxis and PHVs (6)[The Mayor](#)

Last updated: 19 December, 2017

Private Hire drivers can take bookings anywhere in England and Wales subject to licensing authority requirements under the Deregulation Act 2015.

Where there is a concern, or if a Taxi and Private Hire Compliance Officer suspects any illegal activity, they will check the booking records with the operator as part of their investigation. Compliance Officers carry out frequent checks at operating centres and booking records are checked as part of this investigation.

Transport for London (TfL) does not currently have any powers to restrict cross border work. TfL is working with other licensing authorities to lobby central Government to bring in a change to the current legislation to ensure appropriate cross border controls.

|

C11 Bus Route**Question No: 2017/5034**[Shaun Bailey](#)

Are you confident that the decision to reduce the frequency of the C11 bus route, which serves half a dozen schools and travels east to west in a way no other public transport does locally, was correct? Will you commit to reviewing this decision, which has disappointed a great many of my Camden constituents?

Answer for C11 Bus Route[The Mayor](#)

Last updated: 01 December, 2017

The frequency decrease on route C11 followed a review in passenger demand in June 2017, which showed a decline in demand of four per cent over the past five years. This found that a frequency of six buses per hour would provide sufficient capacity.

Transport for London (TfL) is committed to ensuring that sufficient capacity is provided to ensure that the bus remains an attractive alternative to the car, and I am aware that orbital bus routes can be particularly important in this regard, as rail services are more likely to be radial. TfL will continue to review this route to ensure that adequate capacity is provided.

Floating Bus Stops**Question No: 2017/5035**[Shaun Bailey](#)

Can you ensure that, whenever a bus stops at a floating bus stop in London, there is an announcement so that those alighting are made aware that they will have to cross a cycle lane to reach the pavement?

Answer for Floating Bus Stops[The Mayor](#)

Last updated: 19 December, 2017

Such announcements are already in place across the bus network and are implemented as and when each bus stop is converted to a cycle bus stop by-pass. The announcement is made on approach to the bus stop and tells passengers the following:

“Caution. There is a cycle lane behind this bus stop. Use the crossing point.”

TfL is not aware of instances where this is not taking place and will follow up any instances if details can be referred to its Customer Experience team.

|

Local crime priorities (1)**Question No: 2017/5036**[Steve O'Connell](#)

What is the process by which borough crime priorities were set (e.g. which groups were consulted, how was data used, etc)?

Answer for Local crime priorities (1)[The Mayor](#)

Last updated: 19 December, 2017

The system of local borough crime priorities emerged during the consultation for the Police and Crime Plan. During the consultation - the largest into policing ever carried out in London - we heard concerns that the old 'MOPAC 7' targets were too rigid and failed to reflect the different priorities of different Boroughs. In addition, concerns were raised that the strict focus on achieving a 20% reduction in seven specific volume crimes took focus away from the important role of neighbourhood policing in dealing with high-harm crimes such as domestic abuse and child sexual exploitation. This concern was further echoed in the HMICFRS review into child safeguarding at the Met.

During the formal consultation period for the Police and Crime Plan, the Deputy Mayor for Policing and Crime visited Council Leaders and senior police officers in every Borough to discuss proposals for a new system whereby each Borough would select two volume crime priorities, to go alongside a number of mandatory priorities including antisocial behaviour and high harm crimes such as domestic abuse. This system - and the local priorities themselves - were agreed in discussion with Borough Councils and local police, supported with detailed data on crime and safety provided by MOPAC. To ensure that these priorities remain current, we review them annually with Boroughs and local police.

|

Local crime priorities (2)**Question No: 2017/5037**[Steve O'Connell](#)

Which officers, within borough police forces, are responsible for dealing with local crime priorities (e.g. local policing teams, borough commanders, rank of officer etc.)?

Answer for Local crime priorities (2)[The Mayor](#)

Last updated: 19 December, 2017

Dealing with local crime priorities is the responsibility of all MPS officers and staff in a Borough. Different ranks and teams, from emergency response teams, to neighbourhood teams, to CID may be involved, depending on the priority in question and the incident concerned. For example, a response officer may attend and conduct an initial investigation into a crime, which is subsequently transferred to a CID office to conduct secondary investigation.

|

Local crime priorities (3)**Question No: 2017/5038**[Steve O'Connell](#)

How will borough mergers affect local borough priorities?

Answer for Local crime priorities (3)[The Mayor](#)

Last updated: 19 December, 2017

Local priorities will continue to be set and overseen on a Borough basis, in consultation with Council and Police Leaders.

The proposed changes to strengthen local policing will enhance the Dedicated Ward Officers capacity to provide the targeted approach necessary to target the local priorities. The Neighbourhood resource will ensure that activity is co-ordinated and sustainable.

|

Public Engagement Strategy**Question No: 2017/5039**[Steve O'Connell](#)

In the public access strategy it states on page 17 "we will be publishing an engagement strategy next year". When is the engagement strategy likely to come out, and will there be a second public consultation on it?

Answer for Public Engagement Strategy[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Public Engagement Strategy[The Mayor](#)

Last updated: 05 January, 2018

We heard a number of views through the consultation about how the public feel the police should engage. We now need to build on this and spend some valuable time working with our partners and the Assembly to develop what this might look like.

It would have been ineffectual to seek to rush this work to publish alongside the public access strategy which is why the two were decoupled.

We would not seek to publish any strategy of this kind without the input of the experts, our partners and stakeholders, and the public. As I've said, we've already had considerable input from Londoners, but we acknowledge that there is more to do.

Over the next few months we will be engaging with colleagues, including the Assembly, to define the Met's engagement offer to the public.

Police special constables (1)

Question No: 2017/5041

[Tony Arbour](#)

Over the past two financial years what percentage of police special constables have completed their required number of hours? What percentage have completed more than 8 hours a month?

Answer for Police special constables (1)

[The Mayor](#)

Last updated: 19 December, 2017

Special Constables perform an important role and the Metropolitan Police Service (MPS) has been working hard to support them to complete their hours.

Percentage of specials completing more than 8 hours per month:

2016-17 60%

2017-18 (year to date) 78%

Percentage of specials completing their required 16 hours per month:

2016-17 32%

2017-18 (year to date) 45%

|

Police special constables (2)**Question No: 2017/5042**[Tony Arbour](#)

What has the Metropolitan Police's budget been for special constables over the last two financial years?

Answer for Police special constables (2)[The Mayor](#)

Last updated: 19 December, 2017

The Metropolitan Special Constabulary (MSC) budget has been set at £396,855 for both 2016/17 and 2017/18.

|

Police special constables (3)**Question No: 2017/5043**[Tony Arbour](#)

What were the police special constable numbers in London in August, September, and October 2017?

Answer for Police special constables (3)[The Mayor](#)

Last updated: 19 December, 2017

The number of Special Constables in each of the last four months is set out in the table below:

Month	Number
August	2,456
September	2,439
October	2,322
November	2,281

Note this refers to the Metropolitan Special Constabulary (MSC) and does not include the City of London Police or British Transport Police who maintain their own special constables.

|

Police Cadet Numbers**Question No: 2017/5044**[Tony Arbour](#)

What has the strength of London's volunteer police cadets been over the past 5 financial years?

Answer for Police Cadet Numbers[The Mayor](#)

Last updated: 19 December, 2017

The number of Volunteer Police Cadets (VPC) is set out in the table below:

March 2013	2,433
March 2014	3,205
March 2015	3,630
March 2016	5,034
March 2017	4,786

The current VPC target strength is 5,000.

The actual number varies throughout the year and tends to track the school terms with new cadets joining in the autumn and older cadets leaving in the summer.

There are currently 4,870 cadets with a further 185 young people waiting to join a VPC unit.

|

Operation Close Pass Funding**Question No: 2017/5045**[Tony Arbour](#)

Could the Mayor please address why Operation Close Pass has had its funding pulled?

Answer for Operation Close Pass Funding[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Operation Close Pass Funding[The Mayor](#)

Last updated: 08 January, 2018

Operation Close Pass is a road safety initiative developed by West Midlands Police. The MPS equivalent initiative 'Space for Cyclists' has had no change in its funding.

The MPS adopted their model at a local level by Safer Neighbourhood Teams in Camden Town. It was further developed by officers from the Roads & Transport Policing Command's Cycle Safety Team, their version is, 'Space for Cyclists', and rolled out across London four months ago to provide reassurance to the cycling community. Deployments are done as a result of community information provided to the MPS. The funding for this scheme has not been pulled as the question would suggest.

This is one of several initiatives the Roads & Transport Policing Command's Cycle Safety Team delivers across the capital as part of their role and is not subject to separate funding.

Response to allegations against Scottish Police

Question No: 2017/5046

[Tony Devenish](#)

Following "criminal" and "misconduct" allegations against Police Scotland, what steps will the Mayor and Commissioner take to be at least one step ahead of these issues and "learn any lessons" to prevent any such incidents in the Met in the current febrile atmosphere?

Answer for Response to allegations against Scottish Police

[The Mayor](#)

Last updated: 19 December, 2017

The investigation being completed by the Police Investigations and Review Commissioner (Pirc) is entirely focussed on Police Scotland and there is nothing to suggest there is any link with the Metropolitan Police Service (MPS). Should any opportunity to learn lessons arise following the conclusion of the investigation they will be addressed then, but as it is ongoing it would be inappropriate to comment further at the present time.

|

Autopay Problem (1)

Question No: 2017/5047

[Tony Devenish](#)

If a Londoner with Autopay drives into the Congestion Charge Zone and there is a problem, what process should happen to ensure the issue is dealt with as quickly as possible?

Answer for Autopay Problem (1)

[The Mayor](#)

Last updated: 19 December, 2017

Congestion Charging Auto Pay continues to operate well with around 300,000 active accounts.

If a customer has a problem with their account the quickest and easiest way to resolve this is by contacting TfL's Contact Centre. They will be able to offer advice, take payments and resolve any outstanding account issues. TfL can also be contacted via its 'Contact Us' form which is on its website: <https://tfl.gov.uk/modes/driving/congestion-charge/contact-congestion-charge>

|

Autopay Problem (2)**Question No: 2017/5048**

Tony Devenish

If the call centre is unable to solve an Autopay problem, is there a method of escalating it?

Answer for Autopay Problem (2)

The Mayor

Last updated: 19 December, 2017

If an Autopay problem remains unresolved after a customer has contacted Transport for London's (TfL's) Contact Centre, the matter can be escalated to a member of the Contact Centre management team who will be able to provide further advice. Alternatively the customer can follow the Congestion Charging complaints procedure which is available on the TfL website at: <https://tfl.gov.uk/modes/driving/congestion-charge/contact-us/complaints-procedure>.

|

Oxford Street Consultation (1)**Question No: 2017/5049**

Tony Devenish

The recently opened consultation Oxford Street consultation includes detailed proposals for the future of the West End. Given the magnitude of these changes, will the Mayor commit to extending the consultation period, as occurred in the first round of consultation, to enable a greater number of responses over the festive period?

Answer for Oxford Street Consultation (1)

The Mayor

Last updated: 19 December, 2017

I am pleased to confirm that I have agreed with Westminster City Council to extend the consultation until 3 January 2018.

|

Oxford Street Consultation (2)**Question No: 2017/5050**

Tony Devenish

In the first round of consultation conducted by Transport for London and Westminster City Council, 60% of local businesses and almost half of local residents indicated that they did not support the pedestrianisation of Oxford Street. Considering this, can the Mayor explain how the decision to propose full pedestrianisation of the section of Oxford Street between Oxford Circus and North Audley Street was reached?

Answer for Oxford Street Consultation (2)

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Oxford Street Consultation (2)

[The Mayor](#)

Last updated: 05 January, 2018

In the first phase of consultation in spring 2017, almost two thirds of respondents fully or partially supported the proposals for Oxford Street. In addition, Transport for London (TfL) received over 4,500 letters of support from the Living Streets Campaign.

I accept there are some genuine concerns, especially amongst resident groups. The project has worked to address these concerns, including regular liaison with local groups to take them through work around traffic and air quality impacts, among a range of other issues.

The project is being taken forward by TfL and Westminster City Council, and the decision to proceed reflects this joint working. I hope everyone will take the time to review the wealth of consultation material out in the public domain, and see that whilst we are transforming Oxford Street, this is a district-wide approach to not only mitigate impacts but to enhance the wider area.

Oxford Street Consultation (3)

Question No: 2017/5051

[Tony Devenish](#)

Have cost estimates been produced for the total cost of the transformation of Oxford Street?

Answer for Oxford Street Consultation (3)

[The Mayor](#)

Last updated: 19 December, 2017

High level estimates have been produced for the project and, as is common, these are refined as the detail emerges. Transport for London has budgeted for the transition stage within its business plan. Other partners will also contribute, including part-funding the maintenance and management plan which is required if the transformation of Oxford Street is delivered.

|

Oxford Street Consultation (4)**Question No: 2017/5052**[Tony Devenish](#)

How will the Mayor reassure my constituents in the areas surrounding Oxford Street that sufficient mitigation measures will be taken against the projected increase in noise, pollution and traffic resulting from pedestrianisation?

Answer for Oxford Street Consultation (4)[The Mayor](#)

Last updated: 01 December, 2017

Officers are drafting a response

Answer for Oxford Street Consultation (4)[The Mayor](#)

Last updated: 01 December, 2017

Our modelling suggests there is no overall increase in noise, pollution and traffic resulting from the proposals. Many streets will see reduced traffic and the whole area will see improved air quality levels thanks to the Ultra Low Emission Zone. The Oxford Street West project then further improves a majority of sites across the area. All locations will see an improvement from 2016 levels. The extensive modelling results and independent air quality assessment have been released as part of the consultation and can be viewed on our website. We will also monitor the impacts post implementation in 2019 to ensure our projections are accurate. Needless to say, if any further mitigation measures are required, we will not hesitate to implement them.

There is already a lot of material out in the public domain to explain how our proposals would work, but also hopefully allay some of the fears and concerns your constituents may have.

Buying Taxis in early 2018**Question No: 2017/5054**[Tony Devenish](#)

Given the new hybrid taxi which was due out in October has been delayed until next Spring and given that no diesel taxis can be sold from 1st January there will be no compliant taxis available to buy from January 2018. How is the Mayor proposing to bridge this gap?

Answer for Buying Taxis in early 2018[The Mayor](#)

Last updated: 19 December, 2017

From 1 January, all taxis that are licensed for the first time must be zero emission capable (ZEC). Transport for London (TfL) has been working closely with a number of manufacturers who are developing ZEC taxis. I am delighted to confirm that the London Electric Vehicle Company's TX eCity has recently passed TfL's Conditions of Fitness

assessment and has been licensed. The vehicle was formally launched on 5 December. We anticipate other vehicles will be developed and available to purchase soon, offering a choice for drivers.

|

Lisson Grove Road works

Question No: 2017/5055

[Tony Devenish](#)

Have the over-running road works on Lisson Grove, which were due to have been completed by 8th September, now been completed? If not, when will they be?

Answer for Lisson Grove Road works

[The Mayor](#)

Last updated: 19 December, 2017

Lisson Grove is a borough road which is managed by Westminster City Council. The works are being carried out by Westminster City Council contractors for the City West Homes development.

TfL has contacted Westminster City Council and they have advised that the current estimated completion date is 9 February 2018.

|

CCTV Systems - London Boroughs and TfL

Question No: 2017/5056

[Tony Devenish](#)

London's boroughs and TfL have separate CCTV systems. Do you accept that there is significant scope for enhanced joined-up working to ensure that criminals do not slip through the cracks between systems?

Answer for CCTV Systems - London Boroughs and TfL

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for CCTV Systems - London Boroughs and TfL

[The Mayor](#)

Last updated: 23 May, 2018

CCTV is a vital element in tackling crime in London, helping to secure convictions and assure public safety. Local authorities, TfL and law enforcement partners already share images when it is appropriate to do so and will continue to do so.

My Office for Policing and Crime is currently working to review the status of CCTV in the capital. Officers are looking to identify opportunities for improvement, to enhance joined up working and to ensure we are making the most of the benefits brought to us through emerging technology.

Assistant Commissioner Bob Quick

Question No: 2017/5058

[Tony Devenish](#)

Is retired former Assistant Commissioner Bob Quick in breach of his Met post service obligations by divulging alleged pornographic evidence -against an MP -which the CPS ruled as perfectly legal 9 years ago? Has Mr Quick brought the Met into disrepute? What are the penalties Mr Quick can face including to his Met pension?'

Answer for Assistant Commissioner Bob Quick

[The Mayor](#)

Last updated: 19 December, 2017

The Met is currently investigating whether an offence has been committed by the retired officers in question. In addition, the Cabinet Office is also running a probe into the matter.

Commissioner Cressida Dick has reminded all officers of their duty to protect any sensitive information they discover. The Commissioner was clear that in her view this duty of confidentiality endures after officers leave the police force.

I fully support her position and thus we will await the result of both enquiries before making any further comment on the matter.

|

Neil Lewis

Question No: 2017/5059

[Tony Devenish](#)

Is former member of the Metropolitan Police Neil Lewis in breach of his post-service obligations by leaking allegations regarding a Cabinet Member to the media?

Answer for Neil Lewis

[The Mayor](#)

Last updated: 19 December, 2017

Please see my response to MQ 2017/5058.

|

Costs of judicial review cases**Question No: 2017/5060**[Tony Devenish](#)

Can you tell me the legal costs to the GLA Group for defending the body against judicial review over the last three years, broken down by year?

Answer for Costs of judicial review cases[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Costs of judicial review cases[The Mayor](#)

Last updated: 11 January, 2018

The following costs were incurred by the GLA Group (GLA, TfL, MOPAC) instructing Counsel to defend claims for judicial review: 2015 - £89,955, 2016 - £354,223.81 and 2017 - £367,193.91.

There were no costs incurred for the LLDC for this period.

Some of these costs will have been recovered in cases where the claim for judicial review was successfully defended.

These figures do not cover the cost of TfL's internal legal team which provides legal advice and support to the GLA, TfL and MOPAC through shared services arrangements.

Bus Crash Covent Garden

National Lottery Funding in London**Question No: 2017/5061**[Tony Devenish](#)

Does the Mayor believe that the National Lottery is being well run to fund good causes in London?

Answer for National Lottery Funding in London[The Mayor](#)

Last updated: 19 December, 2017

Since it was set up in 1994, the National Lottery has invested more than £7 billion in London and projects funded by National Lottery, such as Woodberry Wetlands, which I visited in August, have demonstrated to me the incredible benefit National Lottery funds have for local people.

Since the National Lottery began, it has distributed almost £3 billion (£2,951,366,666) through arts and cultural funding bodies in London:

Arts Council England - £1.3 billion (£1,351,282,541)

Heritage Lottery Fund - £1.4 billion (£1,406,331,804)

British Film Institute - £2.2 million (£2,220,809)

UK Film Council - £190million (£191,531,512)

In addition, arts and cultural activity is also funded through other National Lottery distributors including Big Lottery Fund, Awards for All, Sport England

I'm aware that National Lottery income has declined and competition is high and encourage all the National Lottery distributors to continue to support London's communities, and arts, heritage and sporting sectors. Both Heritage Lottery Fund and the Arts Council have played supportive roles in shaping our London Borough of Culture programme.

|

GLA 'Embassies' (1)

Question No: 2017/5062

[Tony Devenish](#)

Will the Mayor submit cv's of six heads of the new " Embassies" for confirmation Assembly approval(s) prior to appointment?

Answer for GLA 'Embassies' (1)

[The Mayor](#)

Last updated: 19 December, 2017

My official promotional agency London & Partners will undertake the recruitment process for additional overseas staff. These are not subject to the approval of the London Assembly.

No "Embassies" are being set up.

|

GLA 'Embassies' (2)

Question No: 2017/5063

[Tony Devenish](#)

Will each Embassy head have proven senior business experience of more than a decade?

Answer for GLA 'Embassies' (2)

[The Mayor](#)

Last updated: 19 December, 2017

No 'Embassy heads' are being recruited. New overseas staff recruited by London & Partners will be required to meet the criteria set out in the job description for their respective post, including relevant business experience.

|

Barking-Gospel Oak Line Closure Arrangements

Question No: 2017/5065

[Jennette Arnold OBE](#)

As the Mayor knows, the Barking-Gospel Oak Line is undergoing another closure to allow electrification works to be completed. However, while TfL are arranging to refund "regular users" of the line who take alternative routes via Zone 1, they have not arranged to do so for passengers who incur additional expense by taking alternative routes not via Zone 1.

On behalf of the many users of this line who will incur additional travel costs as well as inconvenience, will the Mayor commit to pressuring TfL to extend these refund arrangements to include those that do not travel via Zone 1 to work?

Answer for Barking-Gospel Oak Line Closure Arrangements

[The Mayor](#)

Last updated: 19 December, 2017

I share the frustration of you and your constituents over the further closure of the Barking-Gospel Oak Line.

I can assure you that Transport for London (TfL) and I are committed to providing refunds for regular customers whose travel has been disrupted by the closure and who are paying higher fares as a result of needing to take an alternative route.

TfL has arrangements in place to provide these refunds automatically wherever this is practical. This is generally where customers need to travel via Zone 1 but also includes customers who are incurring additional expense by travelling into Zone 2 in order to interchange at Dalston Junction, for example.

Where automated refunds cannot be provided, TfL has asked customers to call in if they feel they should have a refund. At present around 10 to 20 customers a week are contacting TfL.

These customers are added to the refund list and TfL does all it can to ensure they are automatically refunded from that point. All refunds are backdated where appropriate.

|

Question: Low Emission Bus Zones**Question No: 2017/5067**[Leonie Cooper](#)

Beyond the Putney High Street Clean Bus Zone, how many other Low Emission Bus Zones will there be in a) Merton and b) Wandsworth?

Answer for Question: Low Emission Bus Zones[The Mayor](#)

Last updated: 19 December, 2017

There are 10 more Low Emission Bus Zones (LEBZs) currently planned for London on top of the two already in place.

Wandsworth currently benefits from the first zone around Putney High Street and will also gain from the proposed Wandsworth to St John's Hill zone. Both will use only ultra-clean conventional buses.

LEBZs prioritise the worst emission areas where cleaner buses can make the greatest air quality difference. While there are no zones planned for Merton, it will benefit from wider improvements to the fleet. All buses in the fleet will need to be raised to the cleanest Euro VI engine emission standard by 2020 and all new double-deck buses will need to be zero-emission or hybrid diesel electric from 2018.

|

Question: Community Energy Fund**Question No: 2017/5068**[Leonie Cooper](#)

How many groups based in a) Merton and b) Wandsworth have applied for feasibility grants under the Community Energy Fund?

Answer for Question: Community Energy Fund[The Mayor](#)

Last updated: 19 December, 2017

We have received 18 applications in total, from 13 different community groups, to this first round of the London Community Energy Fund.

In assessing the fund applications, we are looking at where the projects will be delivered rather than where the groups are based. Although the two are often interlinked some groups have reach across London.

We have received a) no applications for a solar project in Merton and b) one application for a solar project in Wandsworth.

|

Question: Community Energy feasibility grants**Question No: 2017/5069**[Leonie Cooper](#)

How many groups across London have applied for Community Energy feasibility grants?

Answer for Question: Community Energy feasibility grants[The Mayor](#)

Last updated: 19 December, 2017

Eighteen applications have been received from thirteen separate groups in phase one of the London Community Energy Fund. Applications are currently being assessed.

|

Question: Community Energy feasibility fund**Question No: 2017/5070**[Leonie Cooper](#)

If the full £400k budget has not been used up, will there be a further opportunity for applications to the Community Energy feasibility fund in January/February?

Answer for Question: Community Energy feasibility fund[The Mayor](#)

Last updated: 19 December, 2017

I plan to run a second phase of community energy support, the timing of which will be decided once the current applications have been assessed and funding offers have been made.

|

Question: Wandsworth One-Way system**Question No: 2017/5071**[Leonie Cooper](#)

My constituents are keen to know when work will actually begin on the changes to the Wandsworth One-Way system - is there a date set?

Answer for Question: Wandsworth One-Way system[The Mayor](#)

Last updated: 19 December, 2017

Work on the Wandsworth Town Centre scheme is currently planned to start on site in late 2020. This is subject to the completion of surveys, detailed design, land acquisition and securing the necessary Transport for London and London Borough of Wandsworth technical approvals.

|

Question: Putney Overground station**Question No: 2017/5072**[Leonie Cooper](#)

My constituents in Putney are keen to know if any progress is being made on the provision of a second entrance to Putney Overground station - is there anything the Mayor and the Deputy Mayor can do to hurry this along, as it has been a discussion without outcome for years?.

Answer for Question: Putney Overground station[The Mayor](#)

Last updated: 19 December, 2017

The responsibility for improvements at Putney station falls to the Department for Transport, Network Rail and the relevant train operator, South Western Railway (SWR). Although Transport for London (TfL) cannot progress any options for this station directly, I have asked TfL to raise the issue in their regular discussions with SWR.

|

Question: Battersea Power Station pier**Question No: 2017/5073**[Leonie Cooper](#)

With the arrival of the new Battersea Power Station pier, will TfL be liaising with the PLA over changes to Passage Plans?

Answer for Question: Battersea Power Station pier[The Mayor](#)

Last updated: 19 December, 2017

A Passage Plan sets out how a boat operating company will navigate the River Thames in the operation of a particular river service. They are vital to the safe navigation of the river and are entirely a matter for the Port of London Authority (PLA) to address with boat operators. Passage Plan amendments are approved before the relevant changes to a route (such as the introduction of a new pier) are made.

The PLA's approval of a boat operator's Passage Plan assures Transport for London that the plan for the operation of the route has met the necessary safe navigation requirements.

|

ZeUS project**Question No: 2017/5074**[Leonie Cooper](#)

Could you provide an update on the Zero Emission Urban Bus System (ZeUS) project?

Answer for ZeUS project[The Mayor](#)

Last updated: 19 December, 2017

Transport for London (TfL) is a partner in the European funded project ZeEUS (Zero Emission Urban Bus System), which started at the end of 2013. ZeEUS is testing innovative electric bus technologies with different charging infrastructure solutions in ten demonstration sites across Europe, including London. TfL is testing a high-power wireless charging system, installed at Canning Town and Walthamstow bus stations at either end of route 69. Three specially-built range-extended double deck buses use induction charging to top up their batteries during the layover at each end of the route. The batteries have a larger capacity than those in existing hybrid buses, and enable the ZeEUS buses to operate mostly in electric mode.

The buses on route 69 were progressively introduced into service and the charging infrastructure fully commissioned during 2016. With over a year of monitoring data, the three buses operated over 50 per cent of service using grid electricity from the wireless chargers. By ensuring these buses run out of the depot in the morning fully charged by plugging in overnight, it is possible to deliver over 80 per cent of the route 69 bus service with electricity from the grid. While the ZeEUS project will formally conclude in spring 2018, TfL intends to continue to operate the three buses and charging equipment for the foreseeable future.

|

ELIPTIC project**Question No: 2017/5075**[Leonie Cooper](#)

Could you provide an update on the ELIPTIC (Electrification of public transport in cities) project?

Answer for ELIPTIC project[The Mayor](#)

Last updated: 19 December, 2017

ELIPTIC is an EU Horizon 2020 project researching whether the London Underground (LU) electricity distribution network could be used to support the charging of Electric Vehicles (EVs) including electric buses and smaller vehicles such as cars and vans in TfL's support fleet.

A desk-based feasibility study has identified a number of locations across the LU electricity network where there is the electrical capacity and a suitable connection point to support EV charging. Work has now progressed to a pilot demonstration project at TfL's Lillie Bridge depot, supplying power to charge electric support fleet vehicles. Six 7kW charging outlets have been installed and commissioned and testing will be undertaken shortly to check that a) power supplied from the LU network is sufficient and of suitable quality to support EV charging and b) EV charging has no adverse impact on the operations of the London Underground network.

If testing at Lillie Bridge is successful, the feasibility of implementing an ELIPTIC solution at a London bus garage for charging electric buses could be considered as the next stage in demonstrating larger scale use of the LU power network to support electrification of surface transport.

|

Decentralised Energy Enabling Programme

Question No: 2017/5076

[Leonie Cooper](#)

What projects (both public and private sector) are currently using the Decentralised Energy Enabling Programme (DEEP)?

Answer for Decentralised Energy Enabling Programme

[The Mayor](#)

Last updated: 19 December, 2017

There are two projects currently using the Decentralised Energy Enabling Project:

The London Borough of Haringey for the procurement of their North Tottenham decentralised energy project, and;

The Old Oak Common Park Royal Development Corporation for the North Action decentralised energy feasibility study that is being carried out in conjunction with the London Borough of Ealing.

My officers also currently have a pipeline of over 24 possible projects.

|

European Regional Development Fund

Question No: 2017/5077

[Leonie Cooper](#)

How many GLA programmes are currently funded through the European Regional Development Fund (ERDF)?

Answer for European Regional Development Fund

[The Mayor](#)

Last updated: 19 December, 2017

The GLA's European Programmes Management Unit is responsible for managing London's ERDF programme. Projects are selected via open competitive calls.

Of the 35 ERDF funded projects currently supported, four are managed directly by the GLA. Further details can be found here:
<https://lep.london/sites/default/files/2017%2010%2031%20ERDF%20list%20of%20projects.pdf>

Both the forthcoming London SME Fund and Mayor of London's Energy Efficiency Fund will also be funded by ERDF.

|

European Regional Development Fund (2)

Question No: 2017/5078

[Leonie Cooper](#)

Have any issues been raised through audits by the European Regional Development Fund (ERDF) of GLA-funded programmes?

Answer for European Regional Development Fund (2)

[The Mayor](#)

Last updated: 19 December, 2017

2014-20 ERDF projects are potentially subject to several levels of audit set out in European regulations: 'Article 125' checks by the GLA's European Programmes Management Unit, 'Article 127' checks by the Government Internal Audit Agency; and audits carried out by the European Commission and/or the European Court of Auditors.

No substantive issues (relating to GLA-funded programmes or otherwise) have been formally raised as yet. The outcomes of all EU-funding related audits are reported to the Assembly's Audit Panel.

|

Solid wall insulation

Question No: 2017/5079

[Leonie Cooper](#)

Has the RE:NEW programme examined issues in relation to solid wall insulation installs in London following the Grenfell Tower tragedy?

Answer for Solid wall insulation

[The Mayor](#)

Last updated: 19 December, 2017

The insulation on Grenfell Tower was an aluminium rainscreen cladding system which included a ventilated cavity. This is distinct from external Solid Wall Insulation (SWI), which is a different energy efficiency retrofit measure. SWI involves an enclosed cement-based render system.

The RE:NEW Support Team has reviewed every project to date that they have provided technical assistance to and no similar cladding system to that used on Grenfell Tower had been used. However, as a precaution, RE:NEW ceased new technical assistance work on tower blocks following the fire and advised housing providers to await the Government's official inquiry's findings and advice on insulation and cladding before resuming work.

The RE:NEW programme's technical assistance is focussed exclusively on ways to achieve energy performance improvement through specific measures (for example, loft insulation, heating upgrades or solar photovoltaics) and financial advice, but it does not recommend the specific products, manufacturers or insulation materials to meet the improvements. These are subsequently agreed between the property owner and their chosen contractor who are expected to follow their own due diligence procedures.

In my response to the Department for Communities and Local Government and the Home Office's Call for evidence for the independent Review of Building Regulations and Fire Safety, I stated my disappointment that the scope of the review had been drawn this narrowly as the entire system of building regulations, including the interaction of its constituent parts, needs to be fundamentally examined.

|

Power systems working group

Question No: 2017/5080

[Leonie Cooper](#)

What are the terms of reference of the GLA, UKPN and TfL power systems working group?

Answer for Power systems working group

[The Mayor](#)

Last updated: 19 December, 2017

The transport and energy systems working group is an officer level technical forum and does not have formal terms of reference. Any papers, research or actions related to the group discussions will be subject to the normal GLA governance and sign off process.

|

Power systems working group (2)

Question No: 2017/5081

[Leonie Cooper](#)

Will the papers from this working group be made publicly available?

Answer for Power systems working group (2)[The Mayor](#)

Last updated: 19 December, 2017

The transport and energy systems working group is an officer level technical working group initiated in Autumn 2017 to coordinate research projects between the GLA, UKPN and TfL. As this is a technical coordination group, it is not anticipated that papers and other outputs will be formally published, but research and other outputs will be made available according to the normal GLA governance and sign off process.

|

Energy Efficiency Fund**Question No: 2017/5082**[Leonie Cooper](#)

What will be priority investment areas of the Mayor of London's Energy Efficiency Fund?

Answer for Energy Efficiency Fund[The Mayor](#)

Last updated: 19 December, 2017

The fund will support projects developed by public, private and not-for-profit organisations involving:

- building retrofit and energy efficiency measures in public, commercial and multi-unit residential properties (including social housing);
- decentralised energy systems; and
- small scale renewable energy generation.

|

C40 Cities**Question No: 2017/5083**[Leonie Cooper](#)

Is the GLA involved in any projects with C40 Cities at the present time? If so - please list these.

Answer for C40 Cities[The Mayor](#)

Last updated: 19 December, 2017

London founded C40 and continues to engage with it to lead cities across the network to raise the level of international action by cities on combating climate change. The GLA's C40

engagement is focussed on actions that will deliver outcomes for London and help it achieve the goals set out in my draft London Environment Strategy.

Currently the GLA is involved in the following C40 projects in 2017-18:

Deadline 2020: London is one of 8 pilot cities working with C40 to develop a city action plan which aligns with the objectives of the Paris Agreement. This will set out how London could meet its climate goals as set out in my draft London Environment Strategy

Air Quality Network: I recently announced London's co-chairing of the new C40 Air Quality network alongside Bengaluru. This will enable London to work with other global cities to find solutions to the urban air quality challenge and share best practice.

Fossil Fuel Free Streets: Following our commitment to C40's Fossil Fuel Free Streets Declaration, London will be working through C40 to support its implementation. This includes the follow-up work linked to the Clean Bus Declaration and the Mayor's Zero Emission Bus Conference held in November 2016.

|

Residential retrofit sector

Question No: 2017/5084

[Leonie Cooper](#)

How will you be taking forward the Draft Environment Strategy's proposal to establish a quality mark and installer Code of Conduct for the residential retrofit sector in London?

Answer for Residential retrofit sector

[The Mayor](#)

Last updated: 19 December, 2017

As set out in my draft London Environment Strategy, I plan to implement the recommendations of Each Home Counts in London. The Each Home Counts Implementation Board is currently developing action plans to implement these recommendations, which include setting up a new quality mark and code of conduct for installers. Once the quality mark and code of conduct have been published - although there is no clear date yet for publication - I will review them to determine whether they are suitable for London's needs or if it is necessary to develop additional standards.

In the meantime, I will ensure that all my work on residential retrofit builds on learning from previous programmes, to help improve the quality of retrofits so we realise the full benefits of energy efficiency - making homes warmer and healthier, and creating skilled jobs for Londoners, as well as reducing CO2 emissions.

|

Volumetric trucks**Question No: 2017/5085**[Leonie Cooper](#)

Is the Mayor aware that there are up to 250 vehicles called volumetric concrete mixers using roads in London which are relatively unregulated in that, unlike the more familiar concrete mixers with rotating drums, their drivers do not have to adhere to HGV drivers hours limits, the vehicles do not have to meet HGV weight limits and are substantially overweight, and these operators do not require HGV Operator's Licences?

Answer for Volumetric trucks[The Mayor](#)

Last updated: 01 December, 2017

Officers are drafting a response

Answer for Volumetric trucks[The Mayor](#)

Last updated: 01 December, 2017

I am aware of the issues relating to volumetric mixers. They, along with a wider range of other specialist vehicles such as mobile cranes, are treated in legislation as Specialised Heavy Vehicles, leading to exemptions from the aspects of regulations you note.

Standard large construction vehicles that are not exempt from these regulations are some of the most dangerous vehicles on London's roads. The fact that volumetric mixers, which have the same physical characteristics, should be less tightly regulated on vehicle standards and operator licencing is clearly unsatisfactory.

I am aware that in 2015, the Department for Transport consulted on the regulation of these vehicles - both physical roadworthiness and driver licencing - and published the consultation results in September 2017. On 14 December, the Department for Transport announced it was proposing that volumetric mixers would also require Operator Licences. This is a victory for all those who have campaigned for this change, including many in the construction industry, and endorsement of our Vision Zero approach to reducing road danger.

Volumetric trucks (2)**Question No: 2017/5086**[Leonie Cooper](#)

Can the Mayor confirm if these unregulated volumetric concrete mixers will be subject to the new HGV rules within the Ultra Low Emissions Zone or will be permitted to continue operating in London with no emissions restrictions?

Answer for Volumetric trucks (2)[The Mayor](#)

Last updated: 19 December, 2017

Volumetric mixers have been constructed or adapted for general use on roads and so will be subject to the requirements of the Ultra-Low Emission Zone for Heavy Goods Vehicles.

|

Stamp Duty Land Tax (1)

Question No: 2017/5089

[Tom Copley](#)

The Office for Budget Responsibility expects the Government's relief of stamp duty land tax (SDLT) would benefit just 3,500 additional first-time buyer purchases, adding that the measure is expected to increase house prices. Are you concerned that the Government's policy will inflate London houses prices for first-time buyers?

Answer for Stamp Duty Land Tax (1)

[The Mayor](#)

Last updated: 19 December, 2017

The OBR analysis suggests the measure may increase house prices. Anything that makes housing more difficult for first-time buyers to afford is a concern to me.

|

Stamp Duty Land Tax (2)

Question No: 2017/5090

[Tom Copley](#)

The Office for Budget Responsibility expects the Government's relief of stamp duty land tax (SDLT) would benefit just 3,500 additional first-time buyer purchases, adding that the measure is expected to increase house prices. What is your estimate for the number of additional first time buyer purchases in London generated from this policy?

Answer for Stamp Duty Land Tax (2)

[The Mayor](#)

Last updated: 19 December, 2017

The potential impact of this policy on additional first time purchases in London has not been estimated. Of the total 245,00 first time buyer purchases in the UK in 2016/2017, affected by this policy, GLA officers estimate 13% were in London.

|

Empty Homes**Question No: 2017/5091**[Tom Copley](#)

How many empty homes in London do you estimate will be brought back to use following the Government's announcement in the Autumn Budget to allow local authorities to increase the council tax premium from 50 per cent to 100 per cent?

Answer for Empty Homes[The Mayor](#)

Last updated: 12 February, 2018

As outlined in my draft London Housing Strategy, I believe that a 50% Council Tax premium is an insufficient incentive to bring empty homes back into use in significant numbers. While I welcome the proposed increase in the premium, I believe we will need further measures to have a substantial effect on vacancy rates in London.

HRA cap (1)**Question No: 2017/5092**[Tom Copley](#)

Do you think that the Government's failure to lift the Housing Revenue Account (HRA) cap for all London councils was an opportunity missed to increase housing supply in the capital?

Answer for HRA cap (1)[The Mayor](#)

Last updated: 19 December, 2017

Absolutely. We cannot deliver the 66,000 homes that London needs by relying on the existing homebuilding model alone; we need to diversify the range of organisations that build homes in London, and I want councils to be at the heart of that. However, Government has said it will only allow the limited lifting of borrowing caps in specific circumstances and this falls woefully short of what could be delivered if HRA caps were scrapped entirely.

|

HRA cap (2)**Question No: 2017/5093**[Tom Copley](#)

What impact do you believe the Government's proposed changes to the HRA borrowing cap will have in London, as councils must bid to borrow from a total fund of just £1 billion and will have to wait until 2019/20 to use any additional powers they are granted?

Answer for HRA cap (2)[The Mayor](#)

Last updated: 19 December, 2017

It is too early to say at this stage what the impact will be, but £1 billion on its own (and which will have to be shared across the whole country) is insufficient to deliver the step-change in council homebuilding that London needs.

|

HRA cap (3)**Question No: 2017/5094**[Tom Copley](#)

Do you believe the Government's proposed changes to the HRA borrowing cap match the aspirations of London councils which are delivering new social homes for the first time in decades and have ambitions to do far more?

Answer for HRA cap (3)[The Mayor](#)

Last updated: 19 December, 2017

No. Scrapping the cap on borrowing entirely would allow councils to make decisions about investment in housing in their areas within the context of a prudential borrowing framework. Combined with other resources, it would allow them to build far more of the genuinely-affordable homes that Londoners so desperately need.

|

Government planning review**Question No: 2017/5095**[Tom Copley](#)

How will you engage in the Government's urgent review of planning permissions, which will be chaired by Oliver Letwin MP and report back to Parliament in spring next year?

Answer for Government planning review[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Government planning review

[The Mayor](#)

Last updated: 09 February, 2018

I have written to Sir Oliver Letwin MP to highlight the particular issues we face in London, to bring existing research to his attention, and I look forward to engaging in this process over the coming months.

Bus Safety Programme

Question No: 2017/5096

[Tom Copley](#)

Your latest TfL business plan says TfL are already trialling new technologies as part of their bus safety programme. Can you provide more details on what technologies you are trialling?

Answer for Bus Safety Programme

[The Mayor](#)

Last updated: 19 December, 2017

In response to the number of casualties on London's bus network, Transport for London (TfL) launched the Bus Safety Programme in February 2016. The programme aims to continue to drive down the number of people killed or seriously injured on the bus network; reduce the number of injuries as a result of on board slips, trips and falls and reverse the increase in (predominately damage only) collisions.

As part of the Bus Safety Programme, TfL is developing a new Bus Safety Standard.

This will identify a package of safety measures including elements of primary safety (to prevent collisions) and secondary safety (to mitigate the impact of collisions) such as:

- Autonomous Emergency Braking (AEB) or other collision avoidance systems
- Front of bus and mirror design
- Internal bus design
- Technology to prevent pedal confusion.

These technologies and design features are currently being identified and tested by the Transport Research Laboratory and our manufacturer delivery partners to be incorporated into new route contracts from the end of 2018.

Intelligent Speed Assistance (ISA) which will also form part of the wide-ranging Bus Safety Standard will be fitted to new buses from December 2017.

|

Ultra-Low Emissions Zone

Question No: 2017/5097

[Tom Copley](#)

Your latest TfL business plan says the Ultra-Low Emissions Zone will be extended to the North and South Circular roads for cars and vans in 2021. Why will residents in outer London have to put up with polluting cars and vans, when residents of inner London will not?

Answer for Ultra-Low Emissions Zone

[The Mayor](#)

Last updated: 11 January, 2018

On 30 November, I launched my consultation on proposals to extend the Ultra Low Emission Zone (ULEZ) standards across the whole of London for heavy vehicles in 2020 and to the North and South Circular roads for cars and vans in 2021.

My proposals offer significant air quality benefits to outer London in 2021. It is estimated they will result in a 28 per cent reduction in NO_x emissions in outer London, leading to a 96 per cent drop in the number of people in outer London living, working and going to school in areas exceeding legal NO₂ limits. This also benefits areas around schools in outer London that do not exceed legal NO₂ limits. Further details are available in the consultation's supporting information document at www.tfl.gov.uk/airquality-consultation.

An option to extend the ULEZ London-wide for all vehicles was carefully considered in the development of this process. However, there are fewer locations of poor air quality in outer London and currently, fewer public transport alternatives. Furthermore, given their smaller number, air quality improvements at pollution hotspots in outer London can be delivered more quickly through the use of targeted local measures than the introduction of a Londonwide ULEZ would allow.

I want to be sure that any expansion of ULEZ ensures the most appropriate standards apply across the different areas of London, minimising the costs and inconvenience to Londoners while maximising the air quality and health benefits.

Accessible Taxi Ranks

Question No: 2017/5098

[Tom Copley](#)

How many taxi ranks are there? How many of them are fully accessible? How many do you expect will be fully accessible at the end of your current TfL Business Plan?

Answer for Accessible Taxi Ranks

[The Mayor](#)

Last updated: 19 December, 2017

London's taxi fleet is fully accessible and I recognise that taxi ranks are particularly important for disabled passengers as they allow wheelchairs to be loaded safely. There are

currently 590 taxi ranks spread out across London with 91 of these being fully accessible. Transport for London (TfL) has completed a comprehensive review of the taxi rank network to secure additional ranks where they are needed and to identify where improvements are required; this includes making key taxi ranks fully accessible. TfL will continue working with London's boroughs and the City of London to ensure as many taxi ranks as possible are fully accessible.

Taxi drivers must accept a journey from a wheelchair user, whether hailed in the street, from a designated rank, or if booked in advance. If a taxi rank isn't fully accessible, taxi drivers are expected pull up at the nearest location where a wheelchair and passenger can be safely manoeuvred into the taxi.

TfL and I take public safety extremely seriously and it is essential that all drivers assist passengers into and out of the vehicle when a passenger requests this. Any instances where this does not happen should be reported to TfL to investigate.

|

TfL Data

Question No: 2017/5099

[Tom Copley](#)

Your latest TfL business plan says you will look to make further data sets available to enable the production of more innovative products and services. Can you outline what data sets you are considering?

Answer for TfL Data

[The Mayor](#)

Last updated: 01 December, 2017

Officers are drafting a response

Answer for TfL Data

[The Mayor](#)

Last updated: 01 December, 2017

We have committed to making our open data freely available to third parties and developers to deliver new products, apps and services for our customers through our Open Data policy. This approach has created a community of more than 13,000 developers, who use our data to power more than 600 apps that are used by 42 per cent of Londoners.

Upcoming planned data releases to support the Mayor's Transport Strategy include:

1) Active Travel & Healthy Streets

- a) Cycling infrastructure data to make it easier for developers to display Cycle Superhighways and Quietway routes in third party travel apps - planned for release in quarter 4 2017/18 and quarters 1 and 2 2018.

- b) Historic cycle hire trip data by week since September 2015, including start / end times, start / end docking stations - planned for release in quarter 4 2017/18.
- 2) Accessible, Affordable and Safe Transport Network
- a) Bus stops with Countdown screens and/or benches - planned for release in quarter 4 2017/18.
 - b) Station accessibility and step free access data at London Underground, London Overground and DLR stations - planned for release quarter 4 2017/18.

As well as the planned data releases set out here, we will continue to identify new datasets for release and will continue to work with our developer network and partners to improve transport for all Londoners.

Trains for The Jubilee And Northern Lines

Question No: 2017/5100

[Tom Copley](#)

Your latest TfL business plan says you are temporarily pausing your plans to buy more trains for the Jubilee and Northern lines. David Hughes (Director of Strategy and Service Development, Transport for London) said at the 8th November 2017 Transport Committee meeting, "On the current train procurement, we have notified the two bidders, CAF and Alstom, that that procurement is cancelled". So, is it a pause or a cancellation?

Answer for Trains for The Jubilee And Northern Lines

[The Mayor](#)

Last updated: 01 December, 2017

Officers are drafting a response

Answer for Trains for The Jubilee And Northern Lines

[The Mayor](#)

Last updated: 01 December, 2017

The benefits from the largest investment programme in the Tube's history, combined with the huge capacity increases coming soon from the arrival of the Elizabeth line, mean that TfL has temporarily paused its plans to buy more trains for the Jubilee and Northern lines.

The practical effect of this pause is to cancel the specific procurement process that was underway, and notify the two bidders. However, TfL will continue to review the need to resume the procurement of new trains for these lines.

Cycling Journeys

Question No: 2017/5101

[Tom Copley](#)

Your latest TfL business plan shows that there were 273 million cycling journeys in 2016/17 as against a forecast of 295 million in your previous business plan. What factors led to the fall between forecast and actual journeys?

Answer for Cycling Journeys

[The Mayor](#)

Last updated: 19 December, 2017

The current Transport for London (TfL) Business Plan forecasts a six per cent increase in cycling levels between 2015/16 and 2016/17. Travel in London 10, due to be published later this year, reports an increase in Londonwide cycling journeys from 670,000 daily stages in 2015 to 730,000 daily stages in 2016. This represents an 8.8 per cent growth in cycling between 2015 and 2016.

The difference between the figures reported in Travel in London 10 and the TfL Business Plan is explained by different methodologies being used to calculate an annual figure, versus a figure for the financial year. This methodology was updated for the latest Business Plan, meaning that the figures reported should not be compared to those in the previous Business Plan.

The most up-to-date information on longer-term cycling trends can always be found in the Travel in London reports, available on the TfL website, which uses a consistent methodology to track changes in levels of cycling in London over numerous years. The reports also include a discussion of the factors behind trends and changes in travel demand.

|

Bus Service Volume

Question No: 2017/5102

[Tom Copley](#)

Your latest TfL business plan shows you forecast there will be a bus service volume of 486 million kilometres in 2017/18 compare with a forecast of 497 million kilometres in your previous business plan. Forecasts for 2021/22 have changed from 497 million kilometres in the old business plan to 449 million kilometres in the new business plan. How will London's bus service change given this large 10% reduction in the amount of services offered?

Answer for Bus Service Volume

[The Mayor](#)

Last updated: 01 December, 2017

Officers are drafting a response

Answer for Bus Service Volume

[The Mayor](#)

Last updated: 01 December, 2017

This reflects the changing way that Londoners travel, with parts of central London becoming increasingly accessible by walking and cycling and by other forms of public transport. With the arrival of the Elizabeth line from the end of next year, schemes such as the proposed transformation of Oxford Street, and new cycling routes across London, we need to review the bus network to make sure the service is matching demand.

The size of the bus network, as measured by kilometres operated, will be reduced by around seven per cent between 2017/18 and 2022/23. The Business Plan shows that our intention is to begin increasing bus kilometres again towards the end of the period to reflect future changes to travel patterns and demand for bus services. Transport for London is matching services to demand in inner/central London while still supporting excellent access and complementing wider schemes. Service reductions will be implemented in an equitable way across the city, ensuring the optimal balance of capacity provision.

Emirates Air Line Passengers

Question No: 2017/5103

[Tom Copley](#)

Your latest TfL business plan shows you forecast there will be 1 million passenger journeys on the Emirates Air Line in 2021/22 compared with a forecast of 3 million on your previous business plan. What factors have led to such a dramatic fall in passenger numbers?

Answer for Emirates Air Line Passengers

[The Mayor](#)

Last updated: 19 December, 2017

Emirates Air Line (EAL) carries around 1.5 million passenger journeys per annum and the Business Plan reflects this figure. The number of journeys is expected to grow in future as the redevelopment of the local area which EAL serves gathers pace.

The reduction in forecast passenger demand on EAL is due to lower than expected economic growth over the last year and more pessimistic economic forecasts for future years. Total EAL income however continues to cover operating costs and has also begun repaying the infrastructure investment cost. TfL is continuing to explore innovative approaches to increasing revenue such as corporate and themed events.

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London Overground Passengers

Question No: 2017/5104

[Tom Copley](#)

Your latest TfL business plan shows you forecast there will be 248 million passenger journeys on the London Overground in 2021/22 compared with a forecast of 268 million

on your previous business plan. What factors have led to such this fall in passenger numbers?

Answer for London Overground Passengers

[The Mayor](#)

Last updated: 19 December, 2017

The reduction in forecast passenger demand on London Overground is due to lower than expected economic growth over the last year and more pessimistic economic forecasts for future years. This has impacted demand for rail travel across London and the South East.

However, the latest passenger figures show the benefit of my affordable fares policy in encouraging more people to use public transport. London Overground, on which I froze fares, was the only one of the four main train operators within London and the South East to see passenger numbers rise. Passengers on Govia Thameslink Railway, South West Trains and Southeastern all fell by more than five per cent in April to June 2017-18, compared to the previous year, as their fares rose.

|

'Suitable locations' for Gypsy and Traveller sites to be determined by the LLDC

Question No: 2017/5105

[Tom Copley](#)

Further to David Goldstone's response to Q2017/4149, how and when will "suitable locations" for Gypsy and Traveller sites be determined by the LLDC, and when can we expect development of such locations to begin?"

Answer for 'Suitable locations' for Gypsy and Traveller sites to be determined by the LLDC

[The Mayor](#)

Last updated: 19 December, 2017

'Suitable locations' for Gypsy and Traveller sites have been determined as part of the LLDC's current Local Plan (2015-2031). In 2014 LLDC commissioned a 'Gypsy and Traveller Accommodation Needs Assessment' and a 'Gypsy and Traveller Site Assessment' to inform the approach to planning for these needs within the Local Plan. These studies examined the level of need for provision for Gypsy and Traveller accommodation and the potential for sites that might be available to meet that need. This provided evidence for the LLDC Local Plan both for its Gypsy and Traveller policy and in the identification of one potential new location for a Gypsy and Traveller site.

LLDC is now in the early stages of reviewing its Local Plan and has commissioned a housing requirements study that will include a review of the previous Gypsy and Traveller related evidence. That report is due to be received by the end of the year and made publicly available early in 2018. This, along with the current public consultation, will help to inform whether any changes are needed to the approach to the current policy and sites.

I have made funding available through the Homes for Londoners 2016-21 Affordable Homes Programme for the provision of new pitches to assist boroughs in meeting identified need.

|

Update on Night Tube to the Docklands Light Railway

Question No: 2017/5106

[Tom Copley](#)

Please could you provide an update on proposals to extend the Night Tube to the Docklands Light Railway? Are services still expected to begin operation in 2021?"

Answer for Update on Night Tube to the Docklands Light Railway

[The Mayor](#)

Last updated: 19 December, 2017

There are currently no plans to operate night services on the Docklands Light Railway (DLR) before the end of the current operating contract, which will be in 2021. Transport for London will consider the case for night DLR services as part of the procurement process for the next contract beyond 2021.

|

Night Overground

Question No: 2017/5107

[Tom Copley](#)

I welcome the launch of the Night Overground on 15 December. What plans do TfL have to further extend the Night Overground beyond New Cross Gate to Clapham Junction, Crystal Palace and West Croydon?

Answer for Night Overground

[The Mayor](#)

Last updated: 19 December, 2017

There are currently no plans to operate Night Overground services on this part of the network.

London Overground is the only operator on the route between New Cross Gate and Highbury & Islington and most of it is managed by Transport for London (TfL), rather than Network Rail, enabling 24 hour services to operate at weekends on this section of the network.

The route south of New Cross Gate to Crystal Palace and West Croydon, like the vast majority of the London Overground network, is operated on Network Rail tracks. They are therefore used by other operators, for example freight services often operate on weekday nights leaving Friday and Saturday nights and Network Rail often uses this period to

undertake maintenance. TfL will continue to keep this under review and discuss options with Network Rail in order to support future economic development in those areas.

|

Bus Safety (1)

Question No: 2017/5108

[Tom Copley](#)

With reference to the Mayor's 'Vision Zero' approach to road danger in his draft transport strategy, which includes the Mayor's stated aim of eliminating death and serious injury involving a bus in London by 2030, what plans does he have to retrofit all London buses with Advanced Driver Assistance Systems?

Answer for Bus Safety (1)

[The Mayor](#)

Last updated: 01 December, 2017

Officers are drafting a response

Answer for Bus Safety (1)

[The Mayor](#)

Last updated: 01 December, 2017

As part of the Bus Safety Programme, TfL is developing a new Bus Safety Standard.

This will identify a package of safety measures including elements of primary safety (to prevent collisions) and secondary safety (to mitigate the impact of collisions) such as:

- Autonomous Emergency Braking (AEB) or other collision avoidance systems
- Front of bus and mirror design
- Internal bus design
- Technology to prevent pedal confusion.

These technologies and design features are currently being identified and tested by the Transport Research Laboratory and our manufacturer delivery partners to be incorporated into new route contracts from the end of 2018.

There are no current plans to retrofit Advanced Driver Assistance Systems (ADAS) to buses in London. TfL has trialled retrofitting some ADAS products in the past and found them to be unfit for purpose. This is because retrofitting hardware (or a 'bolt on' solution) to existing buses can cause technical issues with engine management systems which are expensive and time consuming to rectify. Fitting new technologies at point of manufacture means that the hardware is integrated into engine management systems and therefore minimises the risk of new technologies not being fully integrated with other control systems on board.

Bus Safety (2)**Question No: 2017/5109**[Tom Copley](#)

With reference to the Mayor's 'Vision Zero' approach to road danger in his draft transport strategy, which includes the Mayor's stated aim of eliminating death and serious injury involving a bus in London by 2030, what plans does he have to pilot Advanced Driver Assistance Systems on London buses operating on routes which have a high number of people killed or seriously injured in or by a bus?

Answer for Bus Safety (2)[The Mayor](#)

Last updated: 01 December, 2017

Officers are drafting a response

Answer for Bus Safety (2)[The Mayor](#)

Last updated: 01 December, 2017

Please see my answer to MQ 2017/5108.

Delivery of affordable housing units**Question No: 2017/5110**[Tom Copley](#)

DD2171 (Kingston Housing Zone, Royal Borough of Kingston) states that: "The delivery of direct affordable units is above the required 35% SPG threshold, with 49% of the direct units delivered through the funding being affordable." My understanding was that the viability SPG threshold relates to affordable homes delivered without any public funding. Could you clarify this for me?

Answer for Delivery of affordable housing units[The Mayor](#)

Last updated: 12 February, 2018

To Clarify, the affordable housing will not be subject to any thresholds through the "fast track" route – this scheme involves estate regeneration so any planning decisions will be subject to "viability tested route".

Free Travel for the Armed Forces (1)**Question No: 2017/5111**[Tom Copley](#)

On 19th July 2012, it was announced that TfL would provide military personnel with free travel during London 2012 Games. This offer was then made permanent. Service Personnel must be travelling in issued uniform (with head dress) and in possession of a MoD Form 90

ID card to benefit from this free travel. Will you publish a copy of the agreement between TfL and the MOD that gives effect to this free travel concession?

Answer for Free Travel for the Armed Forces (1)

[The Mayor](#)

Last updated: 19 December, 2017

The Armed Forces free travel concession was given effect by Mayoral Decision Form MD1225. This is available via the GLA website.

As noted in the Mayoral Decision, the Ministry of Defence and Senior Armed Forces staff were involved in defining the terms of the concession and fully supported the final format.

|

Free Travel for the Armed Forces (2)

Question No: 2017/5112

[Tom Copley](#)

What consideration, if any, has TfL given to changing the scheme to allow Service personnel to travel for free when out of uniform, so that it mirrors the concession for police service personnel?

Answer for Free Travel for the Armed Forces (2)

[The Mayor](#)

Last updated: 01 December, 2017

Officers are drafting a response

Answer for Free Travel for the Armed Forces (2)

[The Mayor](#)

Last updated: 01 December, 2017

Based on experience over the last five years, Transport for London (TfL) remains supportive of the scheme to provide free travel to Service personnel in full uniform. TfL works closely with the Ministry of Defence and has seen no case for offering free travel to personnel when they are travelling out of uniform.

Free Travel for the Armed Forces (3)

Question No: 2017/5113

[Tom Copley](#)

What is the estimated cost of providing this concession?

Answer for Free Travel for the Armed Forces (3)

[The Mayor](#)

Last updated: 19 December, 2017

As anticipated in section 4 of the Mayoral Decision, Transport for London estimates the scheme has had no material effect on its revenue.

|

Free Travel for the Armed Forces (4)

Question No: 2017/5114

[Tom Copley](#)

A member of staff at a tube station has complained that he has been verbally abused by members of the armed forces for refusing them free entry to the tube station as they were not in issued uniform (with head dress). What complaints, if any, has TfL received from members of staff along similar lines? What stations were those members of staff working at?

Answer for Free Travel for the Armed Forces (4)

[The Mayor](#)

Last updated: 19 December, 2017

There have been no formal complaints raised by London Underground staff involving members of the Armed Forces.

There have been a very small number of incident reports from stations about Armed Forces personnel not in uniform. In 2017, the stations concerned were Angel, Leicester Square, London Bridge, Morden, North Greenwich, St James's Park, Stockwell, Vauxhall, Waterloo and Westminster.

|

Free Travel for the Armed Forces (5)

Question No: 2017/5115

[Tom Copley](#)

Does TfL offer any special training or guidance for members of staff who work in stations that are close to military facilities in London to ensure they are aware of the free travel offer? Does TfL work with the MOD to ensure that service personnel are aware of the terms and conditions of the free travel offer?

Answer for Free Travel for the Armed Forces (5)

[The Mayor](#)

Last updated: 19 December, 2017

All station staff receive awareness training about Transport for London (TfL) fares, ticketing and the range of concessions available. Further details are available through the mobile devices issued to station staff should they need to reference them at the station.

Staff publications include regular reminders of the terms of the Armed Forces scheme.

I can confirm that TfL liaises with the Armed Forces on the operation of the free travel scheme and that it issues reminders of the terms of the scheme to eligible personnel.

|

Cycling on Oxford Street (1)

Question No: 2017/5116

[Tom Copley](#)

Your consultation on the transformation of Oxford Street says, "We are developing proposals for a high-quality east-west cycle route to the north of Oxford Street" and that "more detail will be available in a proposed consultation in 2018". Can you narrow down when in 2018 you will be consulting on your cycling proposals?

Answer for Cycling on Oxford Street (1)

[The Mayor](#)

Last updated: 19 December, 2017

Transport for London is aiming to consult on cycling proposals in summer 2018.

|

Cycling on Oxford Street (2)

Question No: 2017/5117

[Tom Copley](#)

Is your current thinking that the east-west cycle route will be completed in one project or do you think it will be broken up into 3 sections like the Oxford Street project?

Answer for Cycling on Oxford Street (2)

[The Mayor](#)

Last updated: 19 December, 2017

As proposals are still being developed it is too early to have clear proposals but I do not currently expect any requirement to deliver the east west route in three phases. The high quality east-west route will be accompanied by a series of other cycling improvements due to be delivered from 2019.

|

Cycling on Oxford Street (3)**Question No: 2017/5118**[Tom Copley](#)

Your consultation on the transformation of Oxford Street says that traffic will be removed from Oxford Street West in December 2018, Oxford Street East in December 2019 and Marble Arch post-2020. When do you expect the east-west cycle route to be fully open?

Answer for Cycling on Oxford Street (3)[The Mayor](#)

Last updated: 19 December, 2017

I am unable to give a completion date at this stage, however Transport for London is aiming to start delivery in 2019. This is in line with my promise to provide a high quality, alternative cycle route to Oxford Street.

|

Cycling on Oxford Street (4)**Question No: 2017/5119**[Tom Copley](#)

TfL's Programmes and Investment Committee on 13th October 2017 described how "The second [Oxford Street] consultation will include ... an indicative alignment for the new cycling route to the north of Oxford Street". When will this be published?

Answer for Cycling on Oxford Street (4)[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Cycling on Oxford Street (4)[The Mayor](#)

Last updated: 09 February, 2018

The Oxford Street West consultation, which closes on 3 January 2018, includes a map of the district which clearly sets out my ambition for cycling in the area. TfL aims to consult on detailed proposals for cycling on both Oxford Street West and East in summer 2018.

Cycling on Oxford Street (5)**Question No: 2017/5120**[Tom Copley](#)

What increase in cycle parking is planned to coincide with the removal of traffic in December 2018?

Answer for Cycling on Oxford Street (5)

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Cycling on Oxford Street (5)

[The Mayor](#)

Last updated: 09 February, 2018

More details on cycle parking will be set out in summer 2018. I would expect to see a significant increase in the number of cycle stands to cope with the expected increase of people coming to the area who may wish to cycle.

Solar energy tender

TfL Transformation programme (1)

Question No: 2017/5121

[Tom Copley](#)

With regards to the TfL Transformation programme please provide me with details of the total numbers of staff that have left or are due to leave on Early Voluntary Severance to date, broken down by pay band/grade (including Senior Managers and Directors and Managing Directors)

Answer for TfL Transformation programme (1)

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for TfL Transformation programme (1)

[The Mayor](#)

Last updated: 05 January, 2018

Transport for London (TfL) is currently carrying out the largest ever overhaul of the organisation to provide an efficient and cost effective transport service for Londoners, while maintaining safety, front-line services and vital investment.

As of 24 November 2017, 567 members of staff have already left TfL on Early Voluntary Severance, or have an agreed leaving date. Pay band five represents the highest of these grades. No Directors and Managing Directors are included in these figures as none left as part of the transformation Early Voluntary Severance programme. This is a distinct programme, prior to selection and assessment beginning, and is also distinct from the earlier Directors Leaving programme.

TfL Transformation programme (2)**Question No: 2017/5122**[Tom Copley](#)

With regards to the TfL Transformation programme please provide me with details of the total number of vacancies in TfL at December 2016, 31 July 2017 and 31 October (including those filled by Non-Permanent Labour), by pay band and Transformation workstream?

Answer for TfL Transformation programme (2)[The Mayor](#)

Last updated: 01 December, 2017

Officers are drafting a response

Answer for TfL Transformation programme (2)[The Mayor](#)

Last updated: 01 December, 2017

Transport for London (TfL) is currently carrying out the largest ever overhaul of the organisation to provide an efficient and cost effective transport service for Londoners, while maintaining safety, front-line services and vital investment.

The below tables provide the number of vacancies, by pay band and by Transformation workstream on the dates requested. The tables also include the number of Non-Permanent Labour (NPL) in these workstreams at the closest appropriate reporting date for NPL (7 January 2017, 22 July 2017 and 11 November respectively).

NPL resource does not follow the same pay band structure as TfL, nor does it show the number of roles where NPL is filling a specific vacancy. This does not allow for a like-for-like comparison.

NPL resource is used primarily in scarce skills positions and during increased workload for the relevant workstreams. The use of NPL has declined significantly since controls were brought in to reduce the use of NPL in December 2015. Total NPL use has decreased from 3,095 at the start of 2016/17 to a total of 1,607 in November 2017. This has reduced the cost of NPL use across TfL by over £3m per week.

Customer, Communications and Technology

Commercial and Finance

General Counsel

London Underground

Surface

City Planning

HR

Commercial Development

TfL Transformation programme (3)

Question No: 2017/5123

[Tom Copley](#)

With regards to the TfL Transformation programme please provide me with details of the total number of Non-Permanent Labour employed by TfL at December 2016, 31 July 2017 and 31 October by duration of employment, pay band and Transformation workstream?

Answer for TfL Transformation programme (3)

[The Mayor](#)

Last updated: 01 December, 2017

Officers are drafting a response

Answer for TfL Transformation programme (3)

[The Mayor](#)

Last updated: 01 December, 2017

Transport for London (TfL) is currently carrying out the largest ever overhaul of the organisation to provide an efficient and cost effective transport service for Londoners, while maintaining safety, front-line services and vital investment.

The below tables provide the total number of Non-Permanent Labour (NPL) employed by workstream and by duration of employment at the closest appropriate reporting date for NPL to the dates specified (7 January 2017, 22 July 2017 and 11 November respectively).

NPL resource does not follow the same pay band structure as TfL, attempting to band NPL would have to be applied on a case-by-case basis and consistency of this evaluation could not be guaranteed between different workstreams or over time.

Temporary workers should normally only be used for time-limited projects and where the competitive market for the right skills means that TfL has no other options to secure the people it needs to deliver services and investment such as modernisation of London Underground, building Crossrail and improving the road network. For example, there is an acute shortage of people with the necessary engineering skills which means that there is a relatively small pool of suitably qualified candidates who often prefer to work on an agency basis. The use of NPL has declined significantly since controls were brought in to reduce the use of NPL in December 2015. Total NPL use has decreased from 3,095 at the start of 2016/17 to a total of 1,607 in November 2017. This has reduced the cost of NPL use across TfL by over £3m per week.

Customer, Communications & Technology

Commercial & Finance

General Counsel

London Underground

Surface

City Planning

HR

Commercial Development

TfL Transformation programme (4)

Question No: 2017/5124

[Tom Copley](#)

With regards to the TfL Transformation programme please provide me with details of the Actual savings to date (net and gross)?

Answer for TfL Transformation programme (4)

[The Mayor](#)

Last updated: 23 September, 2020

Transport for London (TfL) is currently carrying out the largest ever overhaul of the organisation to provide an efficient and cost effective transport service for Londoners, while maintaining safety, front-line services and vital investment.

Savings have been delivered through the TfL Transformation programme since the start of April 2017.

The savings delivered since this date are shown below in millions. These are savings delivered from reporting periods 1-7 of the 13 reporting periods in 2017/18.

	2017/18 (Periods 1-7)
Gross Savings	369
Implementation Costs	(17)
Net Savings	352

TfL Transformation programme (5)

Question No: 2017/5125

[Tom Copley](#)

With regards to the TfL Transformation programme please provide me with details of the Projected savings by year of Business Plan (net and gross)?

Answer for TfL Transformation programme (5)

[The Mayor](#)

Last updated: 23 September, 2020

Transport for London (TfL) is currently carrying out the largest ever overhaul of the organisation to provide an efficient and cost effective transport service for Londoners, while maintaining safety, front-line services and vital investment.

The TfL Transformation programme covers the years 2017/18 - 2021/22. Across the remaining years of the plan, a number of opportunities have been identified to increase these efficiencies further to achieve a surplus while preserving front-line services and running a safe, affordable transport network. This includes reducing the number of TfL office buildings from over 30 to three accommodation hubs and decreasing reliance on agency staff.

The total savings the programme has proposed it will achieve in the Draft 2017 Business Plan are shown in the table below:

	2017/18*	2018/19*	2019/20*	2020/21*	2021/22*	Total*(
	(£m)**	(£m)**	(£m)**	(£m)**	(£m)**	£m)**
Gross Savings	535	1,017	1,245	1,510	1,662	5,968
Implementation Costs	(77)	(16)	(6)	3	3	(93)
Net Savings	458	1,001	1,238	1,513	1,666	5,876

TfL Transformation programme (6)

Question No: 2017/5126

[Tom Copley](#)

With regards to the TfL Transformation programme please provide me with details of the Actual costs (excluding Early Voluntary Severance / Voluntary Severance) to date?

Answer for TfL Transformation programme (6)

[The Mayor](#)

Last updated: 01 December, 2017

Officers are drafting a response

Answer for TfL Transformation programme (6)

[The Mayor](#)

Last updated: 01 December, 2017

Transport for London (TfL) is currently carrying out the largest ever overhaul of the organisation to provide an efficient and cost effective transport service for Londoners, while maintaining safety, front-line services and vital investment.

The cost of delivering Transformation excluding voluntary severance to date is £16.7m, of which £4m relates to the root and branch review carried out in 2016. This includes internal TfL resourcing supported by external consultancy to successfully deliver the Transformation programme to date.

TfL Transformation programme (7)

Question No: 2017/5127

[Tom Copley](#)

With regards to the TfL Transformation programme please provide me with details of the Projected costs (excluding Early Voluntary Severance / Voluntary Severance) by year of Business Plan?

Answer for TfL Transformation programme (7)

[The Mayor](#)

Last updated: 01 December, 2017

Officers are drafting a response

Answer for TfL Transformation programme (7)

[The Mayor](#)

Last updated: 01 December, 2017

Transport for London (TfL) is currently carrying out the largest ever overhaul of the organisation to provide an efficient and cost-effective transport service for Londoners, while maintaining safety, front-line services and vital investment.

The projected cost of delivering this transformation is shown in the table below. This is external consultancy and TfL resourcing needed to successfully deliver the programme.

Most central transformation team activity, including complex operating model changes will be delivered by the end of 2018/19.

TfL Transformation programme (8)

Question No: 2017/5128

[Tom Copley](#)

With regards to the TfL Transformation programme please provide me with details of the Actual total costs of Early Voluntary Severance and Voluntary Severance payments to date, by pay band/grade (including Directors and Senior Management)?

Answer for TfL Transformation programme (8)

[The Mayor](#)

Last updated: 01 December, 2017

Officers are drafting a response

Answer for TfL Transformation programme (8)

[The Mayor](#)

Last updated: 01 December, 2017

Transport for London (TfL) is currently carrying out the largest ever overhaul of the organisation to provide an efficient and cost effective transport service for Londoners, while maintaining safety, front-line services and vital investment.

The total spend to date on payments to people leaving under the Transformation Programme is shown in the table below.

TfL Transformation programme (9)

Question No: 2017/5129

[Tom Copley](#)

With regards to the TfL Transformation programme please provide me with details of the Projected costs of Early Voluntary Severance and Voluntary Severance payments, by pay band/grade (including Directors and Senior Management) for Transformation?

Answer for TfL Transformation programme (9)

[The Mayor](#)

Last updated: 01 December, 2017

Officers are drafting a response

Answer for TfL Transformation programme (9)

[The Mayor](#)

Last updated: 01 December, 2017

Transport for London (TfL) is currently carrying out the largest ever overhaul of the organisation to provide an efficient and cost effective transport service for Londoners, while maintaining safety, front-line services and vital investment.

TfL is currently consulting with its staff and Trade Unions on a proposed design for parts of its business, as part of its root and branch review to reduce costs.

While it is still consulting on this new design, it is not appropriate to project what the severance costs will be.

Once all consultations relating to the current design changes have concluded, TfL will be able to publish this information.

TfL's Bus Safety Innovation Fund

Question No: 2017/5130

[Tom Copley](#)

TfL say that "The Bus Safety Innovation fund is a new scheme to encourage bus operators and their staff to develop and implement proposals to improve safety and/or safety culture". What plans, if any, do you have to provide funding for other companies who work

on ideas to improve vehicle safety, in order to help them develop their ideas and test them on London Buses?

Answer for TfL's Bus Safety Innovation Fund

[The Mayor](#)

Last updated: 19 December, 2017

Transport for London (TfL) does not currently have plans to provide funding to suppliers of vehicle safety technology. These companies would be expected to conduct trials at their cost, prior to bringing their products to market. The idea of the Bus Safety Innovation Fund was to enable suppliers of proven equipment to approach bus operators first and for TfL to fund the most promising equipment put forward by its operating partners. This maximises the chances of successful implementation of any technologies they trial and enables best value to be obtained on behalf of Londoners.

|

Bus passenger usage data (1)

Question No: 2017/5131

[Tom Copley](#)

TfL produce very useful data on Bus service usage: passengers and kilometres operated by route, 2010-17. However, this data is by financial year. Can you publish the same data broken down by week? Can you also extend the data into the 2017/18 financial year? Please provide the data in excel format.

Answer for Bus passenger usage data (1)

[The Mayor](#)

Last updated: 19 December, 2017

Due to the large amount of data and processing required, weekly demand and service operated data is not published. Internal reporting and analysis is undertaken on a periodic basis. Transport for London would be happy to facilitate specific requests for bus data.

|

Bus passenger usage data (2)

Question No: 2017/5132

[Tom Copley](#)

Figure 1 of your West End Bus Services Review document shows the percentage change in demand by borough. Are you able to publish this demand data by bus stop, route, borough? If so, please provide from 2010 onwards so it matches your Bus service usage: passengers and kilometres operated by route, 2010-17 data. Please provide the data in excel format.

Answer for Bus passenger usage data (2)

[The Mayor](#)

Last updated: 19 December, 2017

This request would result in a huge data file, significant processing time and unreliable data due to changes in ticketing, service provision and network structure over time.

Transport for London would be happy to discuss what information it can provide with you.

|

Bus Service Changes**Question No: 2017/5133**[Tom Copley](#)

TfL publish all the bus service changes from May 2008 to June 2016. Furthermore, every fortnight they publish the latest 6 weeks' worth of changes. However, only the latest document is available on-line. This means that bus service changes from June 2016 to November 2017 are not published. Will you commit to updating the historical document every fortnight to ensure the information gap is removed?

Answer for Bus Service Changes[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Bus Service Changes[The Mayor](#)

Last updated: 09 February, 2018

As part of Transport for London's (TfL) drive for greater efficiency it has reviewed how information on bus changes is published. It will continue to publish a fortnightly document with six weeks' worth of changes. TfL is able to provide historical changes details on request.

London Bus Network Statistics (1)**Question No: 2017/5134**[Tom Copley](#)

TfL produce very useful data on London Bus Network Statistics, but are you able to provide the data broken down by route so we can see how the network statistics are made up? Specifically details of Excess Wait Time by route and by bus stop and Walking time to reach a bus stop, by postcode. Please provide the data in excel format.

Answer for London Bus Network Statistics (1)[The Mayor](#)

Last updated: 19 December, 2017

Transport for London (TfL) already published details on excess wait time (EWT) data by route. It is available at the following link:

<https://tfl.gov.uk/forms/14144.aspx>

It is not feasible to give EWT by stop because it is not calculated from multiple bus routes at a single stop. TfL does not hold data on walking distances by postcode to produce such an illustration.

|

London Bus Network Statistics (2)

Question No: 2017/5135

[Tom Copley](#)

TfL produce Bus routes & borough reports, but the data only covers the previous 26 reporting periods and is in pdf format. Are you able to provide the data, broken down by route and borough, in excel format? If so, please provide from 2010 onwards so it matches your Bus service usage: passengers and kilometres operated by route, 2010-17 data.

Answer for London Bus Network Statistics (2)

[The Mayor](#)

Last updated: 19 December, 2017

Transport for London does not retain detailed data such as this on every bus route calling at every bus stop for more than two years as this quickly becomes redundant and of little benefit. Summary data is retained and this is available to the public in excel format here: <https://tfl.gov.uk/cdn/static/cms/documents/bus-service-usage.xlsx>

|

Bus Schedules (1)

Question No: 2017/5136

[Tom Copley](#)

TfL produce route specific bus schedules in pdf format. Please will you provide the scheduling information contained in these bus schedules in one comprehensive document? Please provide the data in excel format.

Answer for Bus Schedules (1)

[The Mayor](#)

Last updated: 19 December, 2017

This data is available via a simple search engine which enables the user to pick out a schedule by route and type of day. As this provides information on every current route, there is no need to produce it in duplicate ways such as in a single Word document which would be tens of thousands of pages long and difficult to use. Transport for London (TfL) only publishes live schedule data because of the sheer quantity of data involved and it

would not be practical or cost efficient to provide more than this amount. Historic timetables on individual routes can be supplied by TfL on request.

|

Bus Schedules (2)

Question No: 2017/5137

[Tom Copley](#)

Please provide the historic scheduling information so we can see how the data has changed, ideally from May 2008 onwards so it matches your bus service changes data. Please provide the data in excel format.

Answer for Bus Schedules (2)

[The Mayor](#)

Last updated: 19 December, 2017

See my response to MQ 2017/5136.

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Bus Schedules (3)

Question No: 2017/5138

[Tom Copley](#)

The schedules show the number of vehicles used on schedule, but different vehicle types have different seating/standing capacity. Are you able to provide details of the maximum seating/standing capacity for each route schedule? Furthermore, can you provide the historical information so we can see how the total capacity of every route has changed since May 2008? Please provide the data in excel format.

Answer for Bus Schedules (3)

[The Mayor](#)

Last updated: 19 December, 2017

Transport for London provides information on vehicle capacity and route frequencies from which this can be derived via the following links:-

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

<https://www.gov.uk/contracts-finder>

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Bus Schedules (4)**Question No: 2017/5139**

Tom Copley

What are the number of buses per hour that are scheduled to be provided on each route schedule? Furthermore, can you provide the historical information so we can see how the number of buses scheduled every hour for every route has changed since May 2008? Please provide the data in excel format.

Answer for Bus Schedules (4)

The Mayor

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Bus Schedules (4)

The Mayor

Last updated: 05 January, 2018

Current bus schedule information is on the TfL website:
<https://tfl.gov.uk/corporate/publications-and-reports/bus-schedules>.

Schedules are only available for individual routes (as opposed to all routes on the same sheet) due to the large variance in schedules, with differences in peak times, times of year, direction and in some cases vehicle type.

Historic information is not available for the same reason, however the service kilometre operated information can be used as a substitute:
<https://tfl.gov.uk/corporate/publications-and-reports/buses>

Bus Tenders**Question No: 2017/5140**

Tom Copley

Can you provide the bus tender information in one comprehensive document to allow for easier viewing and comparisons? Please provide the data in excel format.

Answer for Bus Tenders

The Mayor

Last updated: 19 December, 2017

The current information breaks tender details down by year and makes searching for a specific contract straightforward. This would not be the case with one large document. The lists for each year can be extracted by users if they wish to download and reformat it into a single document.

|

Bus KPIs and EWT targets**Question No: 2017/5141**[Tom Copley](#)

MQT 2015/4210 shows “Routes where Minimum Performance Standards have been updated” and “Routes where new schedules have been introduced to reflect changed traffic conditions”. Can you provide similar data from May 2008 to the present? Can you also add additional columns to show what the standards/schedules were before and after that change? Please provide the data in excel format.

Answer for Bus KPIs and EWT targets[The Mayor](#)

Last updated: 19 December, 2017

Transport for London does not hold this in electronic form and it would not be practical or cost efficient to provide this volume of backdated information online.

|

Cycle Superhighway Safety (1)**Question No: 2017/5142**[Tom Copley](#)

The 30th November transport for London Programmes and Investment Committee contained a paper entitled, “Update on the implementation of the Quietways and Cycle Superhighways programmes”. The paper says, “Other [post-launch] benefits will rely on performance and functionality of new infrastructure and can take longer to obtain sufficient data for comparison to the baseline, these include cyclist usage figures and collision analysis, which are planned to be measured from 2017 onwards”. Please you provide further details on what collision analysis TfL intends to do and why it is only being measured from 2017?

Answer for Cycle Superhighway Safety (1)[The Mayor](#)

Last updated: 19 December, 2017

Transport for London (TfL) holds data for traffic collisions that result in personal injury that are reported to the police, which is published on the TfL website. In order to have data that is statistically relevant and to enable any trends to be identified this is typically reviewed using 36 months of post-implementation data.

Cycle Superhighways such as the East-West and North-South routes, plus upgrades to the original four routes, were launched in 2015 and 2016. Therefore, unfortunately TfL does not currently hold 36 months of post-implementation collision data. However, this will be analysed when the data is available. TfL would be happy to provide the pre-implementation collision data files if this would be of interest.

|

Cycle Superhighway Safety (2)**Question No: 2017/5143**[Tom Copley](#)

TfL produces collision data from 2005-2016. Using this data please provide me with the number of collisions involving a pedal cycle that occurred along the route of each cycle superhighway in the three years before and the three years after its creation. Please break down this data into months.

Answer for Cycle Superhighway Safety (2)[The Mayor](#)

Last updated: 19 December, 2017

Please see my response to MQ 2017/5142.

|

Cycle Superhighway Safety (3)**Question No: 2017/5144**[Tom Copley](#)

Please provide me with the number of KSI incidents involving a pedal cycle that occurred along the route of each cycle superhighway in the three years before and the three years after its creation. Please break down this data into months.

Answer for Cycle Superhighway Safety (3)[The Mayor](#)

Last updated: 19 December, 2017

Please see my response to MQ 2017/5142.

|

Hepatitis C (1)**Question No: 2017/5147**[Unmesh Desai](#)

Noting your responsibilities in relation to promoting the reduction of health inequalities in London, do you support the World Health Organisation's goal to eliminate Hepatitis C by 2030?

Answer for Hepatitis C (1)[The Mayor](#)

Last updated: 19 December, 2017

I do support the World Health Organisation's goal to eliminate Hepatitis C by 2030. Action to tackle this virus will help improve Londoners' health, save lives and help reduce health inequalities.

|

Hepatitis C (2)**Question No: 2017/5148**[Unmesh Desai](#)

What steps are being taken to eliminate Hepatitis C in London and how is the Mayor supporting these efforts?

Answer for Hepatitis C (2)[The Mayor](#)

Last updated: 19 December, 2017

My officers have worked with our partners in Public Health England and the London Joint Working Group on Hepatitis C to raise awareness, share good practice and support new initiatives.

|

Hepatitis C (3)**Question No: 2017/5149**[Unmesh Desai](#)

Will the Mayor consider including actions to help eliminate Hepatitis C in the Health Inequalities Strategy?

Answer for Hepatitis C (3)[The Mayor](#)

Last updated: 19 December, 2017

The consultation period on the Health Inequalities Strategy has only just closed. I am aware that a number of representations have been made in relation to Hepatitis C and these will be considered to see how we can best support work to tackle this virus.

|

Use of Police Information Notices (1)**Question No: 2017/5150**[Unmesh Desai](#)

In light of the publication of HMI CFRS's 'progress report on the police response to domestic abuse', which raised reservations about the use of Police Information Notices, how many were issued by the Met in 2017?

Answer for Use of Police Information Notices (1)[The Mayor](#)

Last updated: 19 December, 2017

Police Information Notices (PINs) have been introduced by forces in a number of forms after the introduction of the Protection from Harassment Act 1997. Within the MPS they are known as First Instance Harassment Warnings.

The latest data available is for January to October 2017 and shows that the MPS have issued 4669 First Instance Harassment Warnings. For context, the below table shows the volume of First Instance Harassment Warnings since 2007, this shows their use has been on a downward trend since 2014.

|

Use of Police Information Notices (2)

Question No: 2017/5151

[Unmesh Desai](#)

Will the Met be taking the advice of HMIC on board to ensure that Police Information Notices are not being used when an arrest may be more effective?

Answer for Use of Police Information Notices (2)

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Use of Police Information Notices (2)

[The Mayor](#)

Last updated: 08 January, 2018

I will continue to ensure that there are appropriate victims services for those that come into contact with the police and that referrals to the right agencies take place when the MPS attend a call.

Met Schools Officers (1)

Question No: 2017/5152

[Unmesh Desai](#)

How many Schools Officers does the Met currently have?

Answer for Met Schools Officers (1)

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Met Schools Officers (1)[The Mayor](#)

Last updated: 05 January, 2018

The Metropolitan Police Service (MPS) currently has 310 Safer School Officers (SSO's).

Met Schools Officers (2)**Question No: 2017/5153**[Unmesh Desai](#)

How many Schools Officers will be required to fulfil the Mayor's pledge that every school should have a named schools officer?

Answer for Met Schools Officers (2)[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Met Schools Officers (2)[The Mayor](#)

Last updated: 05 January, 2018

The commitment in my Knife Crime Strategy is to ensure every school has a nominated Safer Schools Officer (SSO).

Some SSOs will work with one or two schools whilst others will work with a larger group of schools and education providers. The number of schools allocated to each officer varies across London depending on local demand. As such there is no specific number of officers.

Met Schools Officers (3)**Question No: 2017/5154**[Unmesh Desai](#)

What is the timescale for every school having a named schools officer?

Answer for Met Schools Officers (3)[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Met Schools Officers (3)[The Mayor](#)

Last updated: 05 January, 2018

All schools will have access to a safer schools officer within the lifetime of my Police and Crime Plan 2017-2021.

National Gun Surrender event**Question No: 2017/5155**[Unmesh Desai](#)

How many guns were surrendered to the Met during the 'National Gun Surrender' event?

Answer for National Gun Surrender event[The Mayor](#)

Last updated: 19 December, 2017

The Met and the City of London Police worked jointly on this national campaign and as of 14 December, they received 350 firearms and 39491 rounds of ammunition.

|

Living standards in London**Question No: 2017/5157**[Andrew Dismore](#)

What is your assessment of the impact of the November Budget on Londoners' living standards?

Answer for Living standards in London[The Mayor](#)

Last updated: 19 December, 2017

I felt the Chancellors Autumn budget was the most anti London in a generation, and did not do anywhere near enough to improve the living standards of Londoners.

London needs to build 66,000 homes every year in order to meet the needs of its growing population. The budget failed to offer a long-term commitment to increasing funding to the levels needed, and did not offer the capital any significant new powers to get building. The Chancellor did not announce a penny of extra grant funding for affordable housing in London - even though we know the current spending is less than a fifth of what we need.

In his Autumn Budget the Chancellor did announce some freezes that will help improve living standards, including to fuel duty. However, there was no mention of a freeze to rail fares, and the Government has now announced that rail fares will in fact rise by 3.4 per cent from January 2018. With so many of London's residents and workforce using nationally regulated train services this is likely to have a significant impact. This is why I have frozen the fares that TfL has control over.

The increase in the National Living Wage (NLW) to £7.83 an hour from April 2018 is undoubtedly a boost to earnings for low-paid Londoners, but it falls far short of the new voluntary London Living Wage rate of £10.20, independently calculated to reflect the higher costs of living in the capital.

I'm doing everything possible within my powers to improve London's dangerously polluted air. I believe the Budget missed an opportunity to provide sufficient funding to help local

authorities to take action on air quality and mitigate the impacts on businesses, residents and drivers. The Government needs to urgently bring forward proposals for a diesel scrappage fund to help ordinary people and businesses have the cleanest vehicles possible.

Woodside Park Station

Question No: 2017/5158

[Andrew Dismore](#)

Will you ask TfL to look at Woodside Park underground station, where over the years various unsightly additions have been made which detract from the architecture and appearance of the original design from 1864, and in particular the unsightly electrical conduits and trunking, to see what can be done to improve the appearance?

Answer for Woodside Park Station

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Woodside Park Station

[The Mayor](#)

Last updated: 05 January, 2018

I have asked Transport for London to conduct a survey of the station to assess whether the electrical conduits and trunking can be more appropriately housed, and to update you once this survey has been completed.

C11 bus

Question No: 2017/5159

[Andrew Dismore](#)

I continue to receive complaints about the infrequency of the C11 bus after TfL timetable cuts, which mean that the bus is frequently full and therefore does not stop to pick up passengers, for example going to the Royal Free Hospital; will you review this service accordingly?

Answer for C11 bus

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for C11 bus

[The Mayor](#)

Last updated: 03 May, 2018

Route C11 has suffered from poor reliability, with significant delays experienced towards the end of 2017. This was due to a number of roadworks affecting the route, which led to

delays of up to 30 minutes. This in turn led to an increase in customer complaints. However, Transport for London (TfL) is pleased to confirm that, since December, when the roadworks were completed, the route has performed well, exceeding its reliability targets, and is providing sufficient capacity. This much-improved performance will hopefully have been noticed by passengers all along the route.

As set out in my response to MQ2017/5034, TfL reduced the frequency of the C11 to run every 10 minutes following a decline in passenger numbers. TfL will continue to keep the C11's capacity and performance under review.

Helicopter engine emissions

Question No: 2017/5160

[Andrew Dismore](#)

The European Aviation Safety Agency (EASA) have said that helicopter engine emissions are contributing to poor local air quality and may be considered problematic in certain cities. The evidence shows that the air quality impact of helicopter engine emissions is localised, meaning that helicopter movements in central London are likely to have a significant impact on nearby air quality. It seems unfair that private helicopters flying into central London should not be subject to the same engine emissions regulations, and Congestion Zone Clean Air charge, as cars and commercial vehicles as helicopters emit more pollutants than any typical car. Will you investigate the feasibility of a T charge or equivalent for private helicopters?

Answer for Helicopter engine emissions

[The Mayor](#)

Last updated: 19 December, 2017

I am concerned that too many helicopters fly over London. Overall aviation emissions, including aeroplanes and helicopters, account for around 10 per cent of NOx and 1 per cent of Particulate Matter. A great many Londoners also suffer from the noise from helicopters over the city.

In the draft London Plan (Aviation: Policy T8-J), I call for steps to be taken to reduce helicopters overflying London. However, my powers over the regulation of helicopters are severely limited. This is the responsibility of the CAA, who so far have been unwilling to review the outdated regulations that govern helicopter flights over London. I will be calling on them to reconsider and develop a regulatory regime for helicopters that better reflects their environmental impacts on Londoners.

|

13 bus**Question No: 2017/5161**[Andrew Dismore](#)

Despite reassurances from you by way of answers to MQs and from TfL in response to correspondence, the problems of the 13 bus continue as they have for many months now. I am still receiving complaints of fast and jerky bad driving by the drivers, unreliable and intermittent services, not stopping despite having a hand out to stop the bus, missing bus stops despite ringing the bell, and the poor design of the busses with inadequate seating. When will these problems be resolved, if ever?

Answer for 13 bus[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for 13 bus[The Mayor](#)

Last updated: 03 May, 2018

Transport for London (TfL) takes all complaints very seriously, and is working with the bus operator of route 13, Tower Transit, to improve the service. TfL has undertaken independent assessments via its mystery traveller surveys, where inspectors travel on the route and record how the service is being operated, and these results show scores are improving. In addition, the number of driver-related customer services complaints received by TfL has more than halved over the last three periods.

Reports of route 13 buses not stopping when a customer signals for the vehicle continue to be tackled through customer experience training and specific feedback. It is the case that sometimes a bus may be full and therefore unable to stop, and this may not always be obvious to customers. TfL is investigating options for improving how it communicates this.

The current actions put in place by Tower Transit include managers spending a day on route 13 to engage with drivers, discuss any issues experienced, and provide support and feedback as necessary. Tower Transit has also appointed agency AA Drivetech to conduct internal driving assessments on this service and others to identify areas where improvement is required, and has created a new Business Operations Manager position, whose duties include monitoring customer experience.

Uber(2)

Tube noise at Swiss Cottage**Question No: 2017/5162**[Andrew Dismore](#)

Despite your previous responses, TfL, who have now identified the source of the noise as the Jubilee Line, refuse to do anything about it, on the grounds that other places are even

worse and are therefore prioritised. How is this meeting the promise that noise from the Tube especially the night tube, will be dealt with promptly; and in the circumstances, as it appears from many unresolved complaints in my constituency, will this commitment now be abandoned as undeliverable?

Answer for Tube noise at Swiss Cottage

[The Mayor](#)

Last updated: 19 December, 2017

I am aware of your constituents' concerns about this issue and that overnight measurements have been taken. Transport for London (TfL) will share the outcome, along with any plans for mitigation work, as soon as they can.

TfL tells me that thousands of resilient track fixings have been installed across its Night Tube lines in the borough, significantly reducing noise for over 30 individuals and families across four locations, some with noise levels in excess of 50 decibels. I know that issues remain, albeit at lower levels in this particular case, and that TfL must continue to make progress in all areas. My Deputy Mayor, Val Shawcross, and I continue to ask Mark Wild and his team to do so as a priority.

|

Whirlpool appliances

Question No: 2017/5163

[Andrew Dismore](#)

Statistics from the London Fire Brigade show tumble dryers and other appliances by Whirlpool were involved in 895 of 2,891 fires in the London. What action are you taking to publicise this risk and to persuade the Government to act on it?

Answer for Whirlpool appliances

[The Mayor](#)

Last updated: 19 December, 2017

I fully support London Fire Brigade's longstanding work in this area including their Total Recalls campaign which is calling on the government and manufacturers to implement key changes to make it easier for people to protect themselves from potentially lethal faulty appliances, and improvements in manufacturing standards.

In August, I wrote to the Prime Minister, along with the London Fire Commissioner and others, that warned that thousands of dangerous white goods are still being used in homes across the UK and called for urgent action. I have offered further support where it would assist LFB's work in this area.

|

Crime prevention or design out crime officers**Question No: 2017/5164**

Andrew Dismore

How many crime prevention and/ or design out crime officers are there in Camden and Barnet; and how does the public best access their advice?

Answer for Crime prevention or design out crime officers

The Mayor

Last updated: 19 December, 2017

The Met has 32 Design Out Crime Officers managed by 3 sergeants. These are 'hubbed' in 4 locations across London - North East, South East, South West and North West. They are a central resource and are not allocated to individual boroughs. Camden and Barnet are both covered by the North West Design Out Crime Officers based at Ruislip police station. They can be contacted on 0208 7333465 or by email DOCOMailbox.NW@met.police.uk for specialist advice.

In addition, all of London's 629 wards have two Dedicated Ward Officers [DWOs] & 1 PCSO. They have had up to date training in crime prevention and should be the first point of contact for routine crime prevention enquiries from the public. You can locate your DWO using the 'find your area' search facility on the MPS website <https://www.met.police.uk/> The public can also access crime prevention advice via <https://www.met.police.uk/crime-prevention/>

|

Social media and Oxford St incident**Question No: 2017/5165**

Andrew Dismore

Social media has been blamed for the public panic during the Oxford Street incident on 24/11/2017, when shoppers panicked as armed police cleared the streets with the Police warning people on Oxford and Regent streets to stay indoors while officers assessed the scene. However, the Met said it had found no evidence of shots being fired. What social media messages were put out by the police to reassure the public and to try to counteract the impact of other social media?

Answer for Social media and Oxford St incident

The Mayor

Last updated: 19 December, 2017

From 5pm onwards a series of Tweets were issued from the @metpoliceuk account. Messaging included confirmation officers were on the scene, advice to stay inside, an update explaining there was no evidence of shots fired or casualties and finally at 6pm a Tweet saying the response had been stood down. Individual Tweets are not responded to because it is impossible to verify information while an incident is ongoing.

Around 1.1 million people now follow @metpoliceuk and I welcome your continued support in getting the message out to Londoners - if an incident occurs in London, the Met should always be your first port of call for timely, trusted information on what is happening and what you should do to stay safe.

|

Mobile phone theft

Question No: 2017/5166

[Andrew Dismore](#)

Have you seen the report in the 23rd November 'Ham and High' newspaper, of the theft of a mobile phone by a moped thief? The owner called 101, waited a long time to get through, and then gave the police the address of to where the phone had been taken, identified by a tracker device. The report states that the police did not act promptly and the phone could not then be recovered as the tracker went silent after 24 hours. This report is very similar to the previous one I raised with you by MQ, of my constituent who had his motorbike stolen, found where it was and reported this to the police who failed to act to recover the vehicle. Once, may be regarded as a misfortune; twice looks like carelessness. Is this a symptom of the consequences of the merged Borough command's poor response times; the failure yet again of the 101 system; or the inability of to allocate scarce resources effectively to catch an elusive moped thief?

Answer for Mobile phone theft

[The Mayor](#)

Last updated: 19 December, 2017

This incident was not a consequence of the new Basic Command Unit (BCU) arrangements. The response times for BCU Central North during the period this incident took place were actually slightly higher than the Metropolitan Police Service (MPS) average.

The MPS have assured me that the decisions around this incident were appropriately made in line with their policy that prioritises resources based on risk.

The victim called police over an hour after the incident took place. The operator ascertained that the victim had used 'Find my iPhone' to locate the phone in a built up area of Islington. This only gave an approximate indication of where the phone could be located. In a densely urbanised area this isn't sufficient to locate the phone.

This incident was reviewed by Central North, supported by MPS Command and Control, just after the report was made. It was determined no unit should attend as the phone was not realistically retrievable and that the case be passed to the Telephone Digital Incident Unit.

This was not due to resourcing issues or response times but a carefully triaged risk assessment model whereby a telephone report and investigation was considered appropriate and proportionate.

The MPS have however identified learning on the basis that the victim should have been contacted and advised sooner. The MPS have assured me that this will be managed internally.

|

Security at the Peel Centre

Question No: 2017/5167

[Andrew Dismore](#)

Further to your answer to Question No: 2017/4574, I believe you have missed the point. The issue I raised was in respect of the new development next to the Peel Centre, on land that was previously owned by the Met as part of the centre, and sold off for private development. There are tall buildings overlooking the site being constructed. What action has been taken to ensure the integrity of security at the Peel Centre, in light of this private development neighbouring it; and indeed the other tall building developments in the immediate vicinity which overlook the Peel Centre complex?

Answer for Security at the Peel Centre

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Security at the Peel Centre

[The Mayor](#)

Last updated: 11 January, 2018

The Met is not able to discuss specific threats and mitigations within the public domain. The assessment of threat is based on current attack methodologies and includes an assessment of terrorist capability and intent. Global attack methodologies are reviewed on a 24/7/365 basis. Being overlooked per-se does not create a security threat and the vulnerabilities at Hendon are no different to other parts of the MPS estate that are in built up areas. Where threat assessments and intelligence dictate, additional protective security measures can be implemented on an as-need basis.

Speed of 384 bus on Alston Road, High Barnet

Question No: 2017/5168

[Andrew Dismore](#)

Residents have raised concerns with me about the speed at which drivers of the 384 bus travel along Alston Road in High Barnet. This causes vibrations to houses, and discomfort

to passengers, given how narrow the road is. Will you ensure drivers pass through this road more carefully and at reduced speeds?

Answer for Speed of 384 bus on Alston Road, High Barnet

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Speed of 384 bus on Alston Road, High Barnet

[The Mayor](#)

Last updated: 05 January, 2018

Thank you for raising residents' concerns with me. Transport for London (TfL) is aware of this issue. The operator of route 384 has been advised to remind drivers to adhere to the speed limit at all times and that appropriate action will be taken if any driver has been found to have exceeded the speed limit. TfL and the operator will undertake random checks at Alston Road to ensure the expected high standards are being adhered to.

More widely, TfL is working with its bus operators to develop safety training materials for bus drivers and driving instructors. This will focus on the subject of Safer Urban Driving (SUD) with particular focus on Vulnerable Road Users (VRUs).

Step-Free access for Kentish Town station

Question No: 2017/5169

[Andrew Dismore](#)

You may be aware that Camden Council are seeking to move services for mobility impaired residents near to Kentish Town tube station. Consequently, Camden Council have put in a bid for funding to TfL to request that the station is made step-free. Will you look favourably on this bid and ensure Kentish Town has a higher priority for step-free funding access?

Answer for Step-Free access for Kentish Town station

[The Mayor](#)

Last updated: 11 January, 2018

I am committed to making the Tube more accessible by increasing the amount of step-free stations across the network. Last year I created a £200m programme to provide step-free access at around 30 stations over the next five years.

Across the network, TfL is taking its investment decisions based on the likely impact on passengers. We want to focus on stations where there is a strategic impact on the network, for example targeting 'no go' areas without accessible stations or interchanges that will allow people to access different route options. Kentish Town is not being considered as part of the £200m programme as other stations achieving a greater impact are being prioritised.

TfL has carried out a high-level investigation into installing lifts at Kentish Town which indicated that this would be very complex. The scheme would involve digging new tunnels and installing a new lift shaft in a very constrained work site, adjacent to the main road and busy operational railways. I appreciate that the council is seeking to move services for disabled residents near to Kentish Town station. Transport for London will continue to keep this under review, for example considering opportunities with developers in case this should bring forward substantial additional funding sources.

Local Implementation Plans

Step Free access at West Hampstead

Question No: 2017/5170

[Andrew Dismore](#)

Could I have an update on plans for step-free access at West Hampstead. What work has been done by TfL to assess the viability of upgrading the bridge on Blackburn Road?

Answer for Step Free access at West Hampstead

[The Mayor](#)

Last updated: 19 December, 2017

Transport for London (TfL) has examined the possibility of providing step-free access at West Hampstead Tube station in the past. I understand it is an extremely complex location as the layout of the ticket hall and the wider station presents significant constraints. There are considerable limitations because it is an island platform surrounded by a very busy operational railway that must be maintained in service. The installation of lifts must also be delivered in a way which safeguards the potential for future capacity enhancement works should they be needed. TfL had concluded that to install a lift, the existing station would have to be comprehensively remodelled, closed for the duration, and a second station entrance constructed elsewhere. Nevertheless, TfL will be revisiting this and commissioning a feasibility study which will be completed in 2018. The study will incorporate a number of options including the potential to create a secondary entrance at the southern end of the platform where the footbridge from Blackburn Road is currently located. The final decision as to whether step free access can be installed will be dependent on the outcome of the study and continuing discussions with Camden Council.

|

Tube noise in Kentish Town

Question No: 2017/5171

[Andrew Dismore](#)

There are new reports of tube noise and vibration in Kentish Town, where TfL have taken noise measurements and prepared a report. What does the report say, and what action will TfL take to resolve the complaints?

Answer for Tube noise in Kentish Town[The Mayor](#)

Last updated: 19 December, 2017

Please see my answer to MQ 2017/5174.

|

Devolution of commuter lines**Question No: 2017/5172**[Andrew Dismore](#)

In view of the Government announcement that they intend to break up the rail franchises, will you renew your efforts to get devolution of commuter lines including Thameslink and Great Northern to TfL?

Answer for Devolution of commuter lines[The Mayor](#)

Last updated: 19 December, 2017

I am continuing to make the case for more suburban services to be devolved to Transport for London (TfL), to bring the obvious benefits of the London Overground to other parts of London.

As you note, the Department for Transport's (DfT) Strategic Vision for Rail, published in November, said that it would explore options for transferring 'selected services' from the TSGN franchise to TfL when it expires in 2021. Some services on the West London line, suburban Great Northern services from Moorgate, and suburban Southern services from Victoria and London Bridge would all be suitable for transfer from the Thameslink, Southern and Great Northern franchise to TfL. TfL and City Hall continue to discuss this topic with the DfT.

|

EU migrants**Question No: 2017/5173**[Andrew Dismore](#)

The latest migration figures show a huge drop in the number of EU migrants coming to Britain, post the Brexit referendum. What does this mean for London and our dependency on migrant EU workers in particular?

Answer for EU migrants[The Mayor](#)

Last updated: 19 December, 2017

The ONS recently published provisional data on international migration to the UK for the year ending June 2017. The release suggests that 'Brexit' is likely to be one factor

contributing to a decline in net migration from historically high levels. However, it remains too soon to tell if these trends are long-term.

I have made clear that the Government must provide a cast iron guarantee to EEA nationals living here. They are Londoners. It is also vital the UK remains in the Single Market. The flexibility it brings for trade and access to talent through qualified freedom of movement is significant, particularly for a knowledge economy like London's.

|

Tube noise in Kentish Town

Question No: 2017/5174

[Andrew Dismore](#)

Residents of Kentish Town have over recent months started to suffer from tube noise and vibration from the Northern line trains along the stretch from Camden to Kentish Town, and have lodged complaints with TFL. However, their position is that they are unable to do anything to mitigate the noise as there is "no viable solution". What does this mean in this case and will you look to see what can be done to mitigate their problems, especially as you will be increasing the capacity of the Northern Line through running extra train services in the New Year?

Answer for Tube noise in Kentish Town

[The Mayor](#)

Last updated: 19 December, 2017

Transport for London (TfL) has received a total of 16 complaints from residents between Kentish Town and Camden Town stations and has, so far, taken measurements at six properties. From the measurements obtained, decibel levels have ranged from 33-41dB(A).

TfL has prepared multiple reports detailing the track features that are the likely cause of noise and vibration at each of the properties. In most, if not all of the cases, roughness of the rail is the primary cause of the increased noise and vibration.

All 16 complainants are spread across roughly one kilometre of track. TfL has explored the possibility of replacing all of the rail in this section but its engineers have advised that this option will be of limited benefit in the long-term. A one kilometre re-rail would take at least six months to deliver, and in the time between the start and end of the work the rail would corrugate again. This means that noise levels would likely return to pre-work levels.

TfL is now looking at what can be done on a case-by-case basis to provide a longer-term reduction, prioritising those experiencing the highest noise levels and working sequentially until the complaints are resolved.

TfL is currently addressing noise at Northern line hot-spots and this work is scheduled to be completed by the end of March 2018. TfL's noise experts will be in touch with those residents who could benefit from a noise reduction to confirm a plan, and an expected date, as soon as possible.

|

Police mergers: feedback consultation with Camden Safer Neighbourhood Board (SNB)

Question No: 2017/5175

[Andrew Dismore](#)

Camden SNB have now been asked to provide a view on 'lessons learned' from the BCU process, though a face to face meeting with the BCU Commander is not to take place. The consultant who has been assisting in the feedback process has provided a set of questions to be answered to the BCU Commander, who has passed them to the SNB, with only a week's notice allowed for a response. These are as follows:

Topic area 1: Planning and management of the BCU implementation

- was the rationale clear?
- Was a clear plan provided that enabled you to plan your own activities?

Topic area 2: Communications

- frequency and effectiveness
- rationale for the change clear in advance
- appropriate medium;

Topic area 3: Engagement

- were you / your functions engaged in a timely manner, by the appropriate people?

Topic area 4: Governance and leadership

- clear lines of responsibility; appropriate meetings; clear leadership?

However, the SNB has not been asked to comment on their views concerning the overall success (or otherwise) of the merger; nor of the police performance in terms of, for example, emergency response, visibility, call answering, or the effectiveness of the four service categories in which the command is broken down. Why haven't they been asked for their views on these and other issues to reflect local experience of the merger on the ground; and do you consider this a fair way to consult the SNBs, in both the questions selected and the short timeframe for a response, with no time for a meeting with the borough police leadership, either?

Answer for Police mergers: feedback consultation with Camden Safer Neighbourhood Board (SNB)

[The Mayor](#)

Last updated: 01 December, 2017

Officers are drafting a response

Answer for Police mergers: feedback consultation with Camden Safer Neighbourhood Board (SNB)

[The Mayor](#)

Last updated: 01 December, 2017

The Metropolitan Police Service (MPS) recognises the importance of involving Safer Neighbourhood Boards (SNBs) in any potential changes they are considering.

I understand the BCU Pathfinder process has been an agenda item on the Camden Safer Neighbourhood Boards and Trustee Meetings since the start of this process. In addition, the BCU Commander Catherine Roper and her senior leadership team have met regularly with the SNB Chairs and their Executive Team and have provided updates around the BCU test.

With regards to gathering feedback for evaluation, following the Camden SNB AGM on 22nd November, members were asked to provide written feedback as an alternative to a face to face meeting. A questionnaire was sent to them, the feedback was gathered and collated on 30th November and a response was received by the MPS on the 4th of December 2017.

This feedback is currently being evaluated by the MPS Strengthening Local Team.

Moped thefts by Postal district

Question No: 2017/5176

[Andrew Dismore](#)

How many moped enabled thefts were there in each postal district in a) Barnet b) Camden c) Islington d) Westminster in the year to date?

Answer for Moped thefts by Postal district

[The Mayor](#)

Last updated: 01 December, 2017

Officers are drafting a response

Answer for Moped thefts by Postal district

[The Mayor](#)

Last updated: 01 December, 2017

Please see attached the requested data covering the 1st January - 30th November 2017 and was extracted from CRIS on the 5th December 2017.

The data set is a count of all confirmed and notifiable offences under the offence groupings of Robbery, Burglary, Theft and Vehicle Offences (Excluding Interfering with a motor vehicle) where following feature code was present:

GW - Suspect Riding Moped - Scooter - M/C at time of offence.

The postal district is based on the first postcode on the venue address within the crime report.

MOPAC policing offer

Question No: 2017/5177

[Andrew Dismore](#)

How many boroughs have taken up the offer that they and MOPAC each fund half the cost of additional police officers?

Answer for MOPAC policing offer

[The Mayor](#)

Last updated: 19 December, 2017

The Met Patrol Plus scheme essentially offers police constables to local authorities on a 'buy one get one free' basis.

As of end of November 27 boroughs are part of this scheme.

|

Ban on Selling Properties to Overseas Investors

Question No: 2017/5178

[Len Duvall OBE](#)

Jacinda Ardern, New Zealand's newly-elected Prime Minister, has just announced a ban on selling properties to "foreigners". I am sure you will agree that this is a problem in London which is pricing many Londoners out of the housing market. Would you support similar legislation in this country?

Answer for Ban on Selling Properties to Overseas Investors

[The Mayor](#)

Last updated: 12 February, 2018

I would support legislation giving me clear powers to give Londoners priority over more new homes built in the capital, alongside other measures including greater investment and financial backing from Government for housebuilding.

Proposed Taxi Ranks

Question No: 2017/5179

[Len Duvall OBE](#)

Despite numerous requests to TfL for me to be provided with a list of the ranks proposed for submission to the Royal Borough of Greenwich Council this information remains outstanding.

Can you please instruct them to provide me with this information?

Answer for Proposed Taxi Ranks

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Proposed Taxi Ranks

[The Mayor](#)

Last updated: 05 January, 2018

Written response from the mayor

Transport for London is proposing taxi ranks at the following locations within the Royal Borough of Greenwich:

- Eltham High Street, Eltham
- Pound Place, Eltham (Sainsbury's)
- Commercial Way, Charlton
- Deptford Bridge DLR Station

Changes to Route 178 Bus Route

Question No: 2017/5180

[Len Duvall OBE](#)

I understand following the consultation carried out by TfL over 12 months ago, that there is a proposal to change part of this route. What is holding up the implementation of this proposal?

Answer for Changes to Route 178 Bus Route

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Changes to Route 178 Bus Route

[The Mayor](#)

Last updated: 05 January, 2018

The proposed change to route 178 to reroute the service from Kidbrooke Park Road via Cambert Way, Ryan Close and Tudway Road in both directions, is dependent on external funding. Transport for London is awaiting confirmation from the Royal Borough of Greenwich to understand when this will be available.

Reduction to Bus Services in Lewisham

Question No: 2017/5181

[Len Duvall OBE](#)

Are there any plans for any reductions to the bus services in Lewisham? Please list the affected routes.

Answer for Reduction to Bus Services in Lewisham

[The Mayor](#)

Last updated: 01 December, 2017

Officers are drafting a response

Answer for Reduction to Bus Services in Lewisham

[The Mayor](#)

Last updated: 01 December, 2017

TfL will be amending services in central/inner London, matching demand while still supporting excellent access and complementing wider schemes, such as the transformation of Oxford Street. As a result, bus operated kilometres will be reduced by around 7 per cent by the end of the latest TfL business plan. This may lead to some reductions in Lewisham, although exactly how and where these reductions will be implemented is still being worked through.

We have plans for the following service changes for Lewisham to be implemented by spring 2018:

Route 36 - Weekend night frequencies will be reduced from operating every 20 minutes to every 30 minutes.

Route 53 - Weekend night frequencies will be reduced from operating every 12 minutes to every 15 minutes and weekday frequencies will be reduced from every 20 minutes to every 30 minutes.

Route 453 - Reduced weeknight frequencies to every 30 minutes and reduction of weekend night frequency from operating every 12 minutes to every 15 minutes.

Route 484 - Reduced frequencies from operating every 10 minutes to every 12 minutes during Monday to Saturday daytimes.

Reductions to Bus Services in Greenwich

Question No: 2017/5182

[Len Duvall OBE](#)

Are there any plans for any reductions to the bus services in Greenwich? Please list the affected routes.

Answer for Reductions to Bus Services in Greenwich

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Reductions to Bus Services in Greenwich

[The Mayor](#)

Last updated: 08 January, 2018

As per MQ 5102, bus operated kilometres will be reduced by around 7 per cent by the end of the latest TfL business plan. TfL will be amending services in central/inner London, matching demand while still supporting excellent access and complementing wider schemes. This will likely lead to some reductions in Greenwich, although exactly how and where these reductions will be implemented is still being worked through. The following service reductions for Greenwich will be implemented by spring 2018:

Route 53 - Weekend night frequencies reduced from operating every 12 minutes to every 15 minutes and weekday frequencies reduced from operating every 20 minutes to every 30 minutes.

Route 161 - Frequencies reduced from operating every 10 minutes to every 11 minutes during weekday peaks.

Upgrading Works - Woolwich Ferry Roundabout

Question No: 2017/5183

[Len Duvall OBE](#)

Can you give me an update on the Woolwich Ferry Roundabout - John Wilson Street/A206?

Answer for Upgrading Works - Woolwich Ferry Roundabout

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Upgrading Works - Woolwich Ferry Roundabout

[The Mayor](#)

Last updated: 05 January, 2018

Transport for London plan to take Cycle Superhighway 4 through Woolwich Ferry Roundabout in the future. This would involve a redesign of the junction to improve facilities for cyclists, while considering wider improvements for buses and pedestrians.

Transport & the Green Belt (1)

Question No: 2017/5185

[Nicky Gavron](#)

Please name the a) National Rail Stations and b) Tube/DLR stations that are located within the London Green Belt.

Answer for Transport & the Green Belt (1)

[The Mayor](#)

Last updated: 19 December, 2017

There are two national rail stations in the Green Belt - Crews Hill and Knockholt.

There is one Tube/DLR station in the Green Belt - Fairlop

|

Transport & the Green Belt (2)

Question No: 2017/5186

[Nicky Gavron](#)

According to the February 2015 report by London First, "The Green Belt: A Place for Londoners?", around 60% of the London Green Belt is within 2km of an existing rail or tube station. Can you provide an estimate as to the percentage of the London Green Belt that is within 1km of a bus stop?

Answer for Transport & the Green Belt (2)

[The Mayor](#)

Last updated: 19 December, 2017

The Green Belt in London is estimated at 35,340 hectares, of which 77% is estimated to be within 1km of a bus stop.

The methodology for calculating Public Transport Access Levels assumes that people are willing to walk 640m to a bus stop, roughly an eight-minute walk. Station catchments are set at 960m.

|

New Retirement Housing**Question No: 2017/5187**[Nicky Gavron](#)

What are your views on a recommendation from the Home Builders Federation that new retirement housing should be exempt from section 106 contributions and the Community Infrastructure Levy (CIL) to rapidly boost supply and its possible impact on London?

Answer for New Retirement Housing[The Mayor](#)

Last updated: 19 December, 2017

I do not agree with the Home Builders Federation. Section 106 agreements exist to mitigate the impact of new development on the environment. New retirement housing can have just as much impact as general housing and exempting one form of market housing could distort the housing market. Likewise, the Community Infrastructure Levy is used to provide infrastructure made necessary by new development, regardless of its nature. Boroughs have some discretion in their use of CIL monies, which can include providing health services infrastructure which is likely to be required if there is more retirement housing.

|

Manufacturing zone**Question No: 2017/5188**[Nicky Gavron](#)

In the budget, the Government will pilot a manufacturing zone in the East Midlands that it believes “will reduce planning restrictions to allow land to be used more productively, providing certainty for business investment, and boosting local productivity and growth”. What are your thoughts on the potential of reducing planning restrictions to allow more manufacturing in London?

Answer for Manufacturing zone[The Mayor](#)

Last updated: 19 December, 2017

Reducing planning restrictions would be unlikely to promote more manufacturing in London. My new draft London Plan takes a more positive approach to the retention of industrial floorspace capacity, and promotes intensification of industrial land, in order to help retain capacity for manufacturing (and other industrial uses) in the capital.

|

Underused land**Question No: 2017/5189**[Nicky Gavron](#)

The Government plans to introduce planning reforms for better use of underused land in our cities and towns. What steps will you be taking in your London Plan to ensure that better use is made of underused land?

Answer for Underused land[The Mayor](#)

Last updated: 19 December, 2017

A key cross-cutting policy in my new draft London Plan is making the best use of land. The key to achieving this will be taking a rounded approach to the way neighbourhoods operate, making them work not only more space efficiently, but also better for the people who use them. This will mean creating places of higher density in appropriate locations to get more out of limited land, encouraging a mix of land uses, and co-locating different uses to provide communities with a wider range of services and amenities.

The plan promotes the 'healthy streets approach' that helps make better use of the public realm to create appealing places in which to walk, cycle and spend time. Specifically, in regard to vacant sites, my draft London Plan encourages the temporary (meanwhile) use of vacant land for housing, employment and cultural and creative activities, as well creating temporary public realm before development comes forward.

|

Deallocating sites from plans**Question No: 2017/5190**[Nicky Gavron](#)

The Government will consult on strengthening policy to be clear that allocated land should be taken out of a plan if there is no prospect of a planning application being made. How big an issue is this in London?

Answer for Deallocating sites from plans[The Mayor](#)

Last updated: 19 December, 2017

Whilst more detail will be needed from Government on this proposal, I assume that this could apply to sites that are designated for a non-residential use, such as employment, but where no development has taken place.

This is unlikely to apply to most designated employment sites in London, as these tend to be actively used, rather than greenfield site allocations which are more common outside London. However, it might apply to vacant / cleared sites, so I will want to see the detailed criteria before estimating its applicability or relevance to London.

|

Local Plans**Question No: 2017/5191**[Nicky Gavron](#)

Does every London Borough have an up-to-date plan in place?

Answer for Local Plans[The Mayor](#)

Last updated: 19 December, 2017

Yes, by virtue of the fact that the London Plan forms part of London boroughs' Development Plans, all London boroughs have up-to-date plans. No London boroughs are on the Government's list of authorities failing to produce an up to date Local Plan. However, I will be encouraging all boroughs to review their planning documents and update elements in line with my new draft London Plan in order to deliver much-needed housing and associated infrastructure across London.

|

Permission land outside the borough plan**Question No: 2017/5192**[Nicky Gavron](#)

The Government will consult on a new policy whereby local authorities will be expected to permission land outside their plan on the condition that a high proportion of the homes are offered for discounted sale for first-time buyers, or for affordable rent. What are your views on this, and what do you expect the effect of this proposed policy will be on Londoners?

Answer for Permission land outside the borough plan[The Mayor](#)

Last updated: 19 December, 2017

Whilst in general I welcome measures which increase the number of genuinely affordable homes delivered in London, it is difficult to tell from the budget documents how this proposal will work in London. I await further detail on this.

|

Increasing housing density in London (1)**Question No: 2017/5193**[Nicky Gavron](#)

The Government will shortly consult on policy changes to support the conversion of empty space above high street shops. What estimates, if any, do you have on the amount of such empty space there is in London?

Answer for Increasing housing density in London (1)[The Mayor](#)

Last updated: 19 December, 2017

The GLA does not hold any estimates of the amount of empty space above high street shops in London. My new draft London Plan implicitly supports the conversion of redundant space above shops to provide additional housing (see policy H2 - Small sites) and identifies the potential for housing development across London's town centres (see policy SD6 and Annex 1) recognising that all town centres have the potential for residential growth.

|

Increasing housing density in London (2)

Question No: 2017/5194

[Nicky Gavron](#)

The Government will shortly consult on a permitted development right to allow commercial buildings to be demolished and replaced with homes. What estimates, if any, do you have on the amount of such commercial buildings there are in London?

Answer for Increasing housing density in London (2)

[The Mayor](#)

Last updated: 19 December, 2017

The potential impact of this proposed additional permitted development is very significant - to date, 1.6m sqm of office floorspace could potentially be lost through the existing permitted development right to convert offices to residential use. This equates to about 6 per cent of London's total stock of offices (26 million sqm). The proposal to extend this to allow demolition and rebuilding could in theory affect any commercial buildings not protected by an Article 4 Direction or an exemption. Commercial floorspace supply statistics are not available below borough level and so the GLA does not have estimates of the amount of commercial floorspace outside the areas not protected by an Article 4 Direction or an exemption.

|

Increasing housing supply in London (1)

Question No: 2017/5195

[Nicky Gavron](#)

The Government will shortly consult on expecting local authorities to bring forward 20% of their housing supply as small sites as they believe it will speed up the building of new homes and supports the Government's wider ambition to increase competition in the house building market. Are you able to estimate the level of housing that can be supplied on small sites in London?

Answer for Increasing housing supply in London (1)

[The Mayor](#)

Last updated: 19 December, 2017

The 2017 London Strategic Housing Land Availability Assessment (SHLAA) which supports my new draft London Plan shows that there is capacity for on average 24,500 homes a year on small sites (below 0.25 hectares in size) over the course of the 10-year housing targets, which run from 2019/20 to 2028/29.

This accounts for 38% of the overall housing capacity identified in the SHLAA study across London during this period. As a proportion of overall supply, this figure varies from borough to borough. The SHLAA findings have informed the small sites targets in my new draft London Plan (Table 4.2).

|

Increasing housing supply in London (2)

Question No: 2017/5196

[Nicky Gavron](#)

The Government will set up a review panel to investigate the significant gap between housing completions and the amount of land allocated or permissioned. What gap, if any, exists in London and what steps, if any, will you take to close it?

Answer for Increasing housing supply in London (2)

[The Mayor](#)

Last updated: 19 December, 2017

The pipeline of homes approved in London but not yet completed has grown year on year, reaching a net total of 274,000 in 2015/16. My draft London Housing Strategy and draft London Plan outline how I intend to significantly increase the number of new homes built in the capital. This includes ensuring that more planning permissions are seen through to completion, for example through my new approach to viability and affordable housing, which incentivises applicants to deliver planning permissions within two years.

|

Public Toilets

Question No: 2017/5197

[Joanne McCartney](#)

Many Londoners have a medical condition which means they need to have easy access to public toilets. What can you do to assist to ensure there is:

- a. An adequate number of Public toilets across London and
- b. Reduced or no charges, especially for those with medical conditions?

Answer for Public Toilets

[The Mayor](#)

Last updated: 19 December, 2017

Public toilets are a vital facility, both for Londoners and visitors to the city. They are especially important for certain groups including disabled people, older people, people with babies and young children, and pregnant women, as well as tourists and visitors who may be less familiar with their surroundings.

In recognition of this, my new draft London Plan policy S6 Public toilets requires development proposals with large-scale commercial developments that are open to the public - such as shops, leisure facilities and large areas of public realm - to provide and secure the future management of free publicly-accessible toilets. These should be suitable for a range of users including disabled people and families with young children.

In addition, the policy also requires larger developments where users are expected to spend long periods of time, or where there is no other local provision, to provide 'Changing Places' toilets. These are designed to meet the needs of disabled people and their carers for whom standard accessible toilets are not suitable.

|

Community Toilet Schemes

Question No: 2017/5198

[Joanne McCartney](#)

What action are you taking to encourage more Boroughs to set up a Community Toilet Scheme?

Answer for Community Toilet Schemes

[The Mayor](#)

Last updated: 19 December, 2017

I am not specifically taking action to encourage more boroughs to set up Community Toilet Schemes. However, my new draft London Plan does place requirements on certain types of development to provide free publicly-accessible toilets, which are available during opening hours, or 24 hours a day in areas of public realm, and are suitable for a range of users including disabled people and families with young children, with the aim of improving the provision of public toilets in London

|

Trafalgar Square Toilets

Question No: 2017/5199

[Joanne McCartney](#)

A constituent has asked me to ask if there are any plans to extend the opening times of the public toilets in Trafalgar Square as he has found there is a lack of toilet provision in the

area, especially later in the evening? (Cafes and eateries in the area only provide toilets for patrons)

Answer for Trafalgar Square Toilets

[The Mayor](#)

Last updated: 19 December, 2017

The public toilets on Trafalgar Square are usually open daily from 09:00hrs to 20:00hrs. The opening times do sometimes vary when large events or activities take place on the Square, and they are sometimes closed during event set-ups or for maintenance.

There are no current plans to extend the opening hours.

|

Metro Newspapers on Buses (1)

Question No: 2017/5200

[Joanne McCartney](#)

Further to Assembly Member Dismore's MQ 2017/4022, how many complaints, if any, were received during the trial of Metro Newspapers on London buses?

Answer for Metro Newspapers on Buses (1)

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Metro Newspapers on Buses (1)

[The Mayor](#)

Last updated: 05 January, 2018

Transport for London received 78 complaints about the trial of Metro newspapers on buses.

The main theme was that the space used to host the newspapers was taking up room allocated for pushchairs and shopping and that they should therefore be removed.

Metro Newspapers on Buses (2)

Question No: 2017/5201

[Joanne McCartney](#)

Further to Assembly Member Dismore's MQ 2017/4022, was the recent trial of putting Metro Newspapers on London Buses deemed a success?

Answer for Metro Newspapers on Buses (2)

[The Mayor](#)

Last updated: 19 December, 2017

There was more positive than negative feedback from a survey undertaken to monitor this trial. People found it made it easier for people to obtain a free local newspaper. Transport for London continues to monitor customer queries as part of its efforts to enhance the wider customer experience.

|

Bus Diversions

Question No: 2017/5202

[Joanne McCartney](#)

Passengers have complained that when boarding a bus, they are sometimes unaware that a bus is going to be diverted and have to wait until mid-journey before they are notified. Is it possible to make an announcement of the diversion at each stop or for it to be displayed so that they are aware and can make alternative arrangements, before they have swiped their Oyster Card?

Answer for Bus Diversions

[The Mayor](#)

Last updated: 19 December, 2017

There is a balance to be struck between providing information to customers who may stay or leave the bus before the diversion starts and not causing excessive noise to residents next to bus stops at quieter times like at night. Customers can also be irritated by hearing messages repeated every few minutes.

Instead of constantly replaying announcements, Transport for London is encouraging drivers to use the public address system as much as possible when it might help customers boarding and alighting. New technology such as travel apps and the upgrade of the next-stop announcement system iBus could provide this information more easily and discreetly.

If a customer is concerned at having to change bus to avoid a diversion, the new Bus Hopper ticket enables them to make a second journey at no extra cost provided they travel on those two journeys within an hour.

|

Selective Train Door Opening (1)

Question No: 2017/5203

[Joanne McCartney](#)

Can you please provide me with a list of all the locations on the TfL network where selective door opening takes place across all modes of transport?

Answer for Selective Train Door Opening (1)

[The Mayor](#)

Last updated: 19 December, 2017

The locations on the Transport for London (TfL) network with selective door opening at one or more platforms are:

Northern line: Camden Town, Charing Cross, Clapham Common, Euston, Hampstead, Moorgate

Metropolitan line: Barbican, Eastcote, Euston Square, Great Portland Street, Harrow-on-the-Hill, Liverpool Street, Rayners Lane, Northwood

Circle/District/Hammersmith & City lines: Acton Town, Baker Street, Bayswater, Cannon Street, Ealing Broadway, Ealing Common, Gloucester Road, Goldhawk Road, Gunnersbury, Hammersmith, Monument, Notting Hill Gate, Paddington, Parsons Green, Sloane Square, Temple, Upminster, West Brompton, West Kensington

DLR: Cutty Sark, Elverson Road, Gallions Reach, Royal Albert

London Overground: Canada Water, Rotherhithe, Stoke Newington, Wapping

As TfL continues the modernisation of the Circle, District, Hammersmith & City and Metropolitan lines, it will be able to remove selective door opening at some platforms on those lines.

There is no selective door opening on Trams, nor on TfL Rail. Once the full length Elizabeth line trains are introduced, there will be selective door opening at ten stations on the outer parts of the line: Burnham, Forest Gate, Hanwell, Iver, Langley, Manor Park, Maryland, Seven Kings, Taplow, Twyford

|

Selective Train Door Opening (2)

Question No: 2017/5204

[Joanne McCartney](#)

Do you agree that, where possible, there should be selective door opening on trains across London? There are some services where trains could be longer, but there would be a need to extend platforms, which might not always be possible.

Answer for Selective Train Door Opening (2)

[The Mayor](#)

Last updated: 19 December, 2017

There are some National Rail lines where longer trains cannot operate, despite most stations having platforms that are long enough, because a small number of stations have shorter platforms and trains are not equipped for selective door opening. In situations where extending the remaining platforms would be prohibitively expensive, Transport for London would support the introduction of trains with selective door opening.

|

Selective Train Door Opening (4)**Question No: 2017/5205**[Joanne McCartney](#)

What criteria are used when determining whether to allow selective door opening at a particular station?

Answer for Selective Train Door Opening (4)[The Mayor](#)

Last updated: 19 December, 2017

Selective door opening is used at stations where the platform is not long enough for all doors on the train to open safely.

Where selective door opening is in use, it is important that passengers on the train are able to move towards doors that they can use to alight. Therefore how busy the trains are likely to be, the number of doors that would need to be kept closed, and whether the train is walk-through are all factors that will help determine whether selective door opening is appropriate.

|

Lea Valley Overground Train Frequency**Question No: 2017/5206**[Joanne McCartney](#)

With the introduction of the Class710 trains due on these lines from May 2018, can you tell me if this will lead to an improved service with higher frequency of trains for my constituents in Enfield & Haringey?

Answer for Lea Valley Overground Train Frequency[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Lea Valley Overground Train Frequency[The Mayor](#)

Last updated: 05 January, 2018

Yes. Passengers will see huge benefits from the vastly improved features of the new trains – a capacity increase of 20 per cent, walk-through carriages, air-conditioning, live network information and enhanced accessibility.

There are currently no plans to increase frequency on the routes out of Liverpool Street when the new trains are introduced next year.

Safer cycling in London**Question No: 2017/5208**[Onkar Sahota](#)

Following the tragic deaths of two cyclists in Ealing in the last month, how does the Mayor see TfL's role in supporting the council in creating segregated cycle lanes and giving cyclists their own protected road space (Ealing having previously been promised significant money for a major transformation of Ealing town centre for cycling from TfL; but this promise was never followed through on by the previous Mayor)?

Answer for Safer cycling in London[The Mayor](#)

Last updated: 19 December, 2017

I was greatly saddened to hear about these recent deaths which occurred within weeks of each other.

Ealing Council has, rightly, been outspoken in its response to these tragic deaths, stating that we need to fundamentally change the way we travel, especially in light of further population growth. More, not less, cycling is the answer, and people must be confident that they can do so safely.

Transport for London (TfL) has worked closely with the London Borough of Ealing to develop its cycling strategy over recent years, and continues to do so. Investment in cycling infrastructure, segregated where needed, is a core component of the strategy, and TfL has supported the borough in delivering ambitious plans. It provided match funding to Ealing's investment of £500,000 in cycle lanes from Ealing Town Centre along the side of Ealing Common (a central element of the original Ealing Mini Holland bid), a scheme now nearing completion. More recently, Ealing was granted £2m to deliver a Quietway Route from Ealing Broadway to Greenford, as well as funding to take forward its successful bid to TfL's £114m Liveable Neighbourhoods programme. Ealing's £8m bid includes proposals for improvements for cyclists and pedestrians around the borough's Lido junction, links to the new Elizabeth line station, and a package of measures to reduce traffic in adjoining residential areas.

I am confident that TfL and the borough will continue to work together to support more and safer cycling in Ealing, through investment in cycling infrastructure but also the broader measures that are needed to deliver road danger reduction and healthier streets, as set out in my draft Transport Strategy.

|

Mayor's Senior Advisor for Health Policy**Question No: 2017/5209**[Onkar Sahota](#)

We welcome this appointment and would like to know what meetings Dr Tom Coffey has had since being appointed as your Mayoral Adviser for Health Policy?

Answer for Mayor's Senior Advisor for Health Policy[The Mayor](#)

Last updated: 19 December, 2017

As Senior Health Advisor to the Mayor, Dr Coffey has attended the following groups and events:

GP roundtable event, deputy mayors' workshop, the GLA health team, the London Health Board, Section 136 launch, Pathway seminar, MH First Aid training, Londonwide LMCs annual conference, London CCGs, social prescribing event, Making London the Healthiest Major Global City: roundtable debate, Thrive LDN launch, World Mental Health Day event, launch event for King's Fund report on STPs, HIS consultation event with borough leaders, City Mental Health Alliance event, Joint Regional Trust CEOs and CCG chief officers meeting, London STP leads' meeting, Black Thrive roundtable discussion, the Health Foundation, London Healthy Workplace Charter awards ceremony, London Cancer, and ITV to talk about Mental Health.

He has attended meetings with the following people:

Mayor's Senior Advisor for Health Policy (2)**Question No: 2017/5210**[Onkar Sahota](#)

Which policy areas has Dr Tom Coffey fed into since being appointed as your Mayoral Adviser for Health Policy?

Answer for Mayor's Senior Advisor for Health Policy (2)[The Mayor](#)

Last updated: 19 December, 2017

Air quality

Cancer

Championing and challenging the NHS

Childhood obesity

Dementia

Food

Grenfell response

Health and care devolution agreement

Health Inequalities Strategy

Homelessness

Mental health

Planning

Primary care

Social prescribing

Walking and cycling

|

Mayor's Senior Advisor for Health Policy (3)

Question No: 2017/5211

[Onkar Sahota](#)

Given the importance of this role to incorporating addressing health inequalities in all policy areas, was it ever discussed that this would be a paid role, or indeed a Deputy Mayor's role?

Answer for Mayor's Senior Advisor for Health Policy (3)

[The Mayor](#)

Last updated: 19 December, 2017

As you will be aware I have two health advisors: Dr Yvonne Doyle, my statutory health advisor, who is also the regional director for Public Health England's London office and Dr Tom Coffey, my senior health advisor, who is a GP, Clinical Lead for Mental Health and Children's Services at Wandsworth CCG and the Joint-Clinical Lead for Emergency Care NHS England (London).

Their combined and considerable expertise in both public health and NHS service issues provide me with the necessary advice and support in these important policy areas.

|

Knife crime in London (1)

Question No: 2017/5212

[Onkar Sahota](#)

In view of the horrendous knife attacks in Hayes and Ealing this month, the latter of which tragically resulted in a man's death, I welcome the Mayor's recent campaign to tackle knife crime in the capital; how does he see as the next steps for the campaign?

Answer for Knife crime in London (1)

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Knife crime in London (1)

[The Mayor](#)

Last updated: 08 January, 2018

As part of the wider anti-knife crime strategy, phase 2 of the Campaign takes place in January and March and will focus on outdoor advertising. Social and digital content will feature photography created by and with young Londoners.

MOPAC will also launch educational toolkits which align with the campaign to schools, education providers and community groups.

MOPAC will also launch a Youth Survey enabling us to gain some measure of awareness around the London Needs You Alive campaign amongst 11-16 year olds, and some measure of attitudinal response to it amongst them.

Additionally the survey should deliver some understanding about feelings of safety among London's 11-16 year olds, including concerns about the carrying of knives in their peer group

Knife crime in London (2)

Question No: 2017/5213

[Onkar Sahota](#)

What do you see as the measurable goals for the Mayor's London Needs You Alive campaign?

Answer for Knife crime in London (2)

[The Mayor](#)

Last updated: 19 December, 2017

The London Needs You Alive Campaign is one of a number of commitments of the London Knife Crime Strategy that holistically intend to keep children and young people safe

Primary KPIs:

To raise awareness of the dangers and consequences of carrying a knife among young people in London

Measured via campaign reach, social listening and MOPAC Youth Survey results

To reduce levels of concern around knife crime within adults and youth

Measured via the MOPAC Public Attitude Survey and a MOPAC Youth Survey alongside the campaign results.

Clearly there is also an ambition to see a reduction in violent crime and the campaign will contribute to the overarching aims of my knife crime strategy which are to see reductions within total knife crime and knife related homicides. And also to reduce the likelihood of being a victim of a knife related offence in London.

Online hub for victims**Question No: 2017/5214**[Onkar Sahota](#)

The Mayor's recent announcement of an online hub for victims to track the progression of crimes is an incredibly welcome one; how does the Mayor envision working with the police and the CPS to turn this into a reality, and how long does he estimate the process of setting up this service will take?

Answer for Online hub for victims[The Mayor](#)

Last updated: 19 December, 2017

As per my answer to question 4248 last month, MOPAC has been developing the specification for the online victims' portal in consultation with service users, service providers and statutory agencies, including the police and the CPS. This will be a London-specific service, adapted to the needs of victims in the capital.

The portal will improve accessibility, helping victims and witnesses to navigate through the criminal justice system, detailing their rights and entitlements and facilitating access to the right support services. The portal will assist both those who report their crime to the police and those who choose not to do so. The crime-tracking functionality of the portal will be slightly longer in development as it is linked to major MPS I.T. procurement programmes, and will be added when ready. The portal itself will be launched in Spring 2018.

|

Autumn Budget's promise of additional funding to the NHS**Question No: 2017/5215**[Onkar Sahota](#)

Given the promised increase of NHS funding in the next three years (£350m immediately for winter pressures, £1.6bn for 2018-19 and £850m in 2018-19), how much of it will be allocated to London NHS services?

Answer for Autumn Budget's promise of additional funding to the NHS[The Mayor](#)

Last updated: 19 December, 2017

I'm advised by NHS colleagues that discussions are underway. I expect to know more details the new year.

|

'London Needs you Alive'**Question No: 2017/5218**[Navin Shah](#)

How is this social media project promoted to encourage participation of stakeholders such as local community groups/leaders as well as schools (pupils and parents) Londonwide including Outer London boroughs who have also recorded increase in knife crime? What steps are you taking to monitor how the campaign is functioning?

Answer for 'London Needs you Alive'[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for 'London Needs you Alive'[The Mayor](#)

Last updated: 08 January, 2018

Communities, families, faith groups, the media and music sectors; we all have a responsibility to encourage young people to fulfil their potential and not to carry and use weapons – the police alone cannot solve the problem of knife crime.

As part of a wider strategy to reduce knife crime; to support the campaign, MOPAC will launch an anti-knife crime prevention toolkit which will be targeted to all schools and education providers and community / faith groups, but will also be available to parents.

Our aim is for the campaign and the messages within the campaign to be owned and driven forward by influential local leaders, faith leaders, community members, young people and schools rather than City Hall and the toolkit is being made available to enable this.

The toolkit will be developed in consultation with focus groups made up of parents, community groups and teachers.

Details of the campaign were also sent to all London Heads Community Safety, approximately 300 youth organisations across London and Safer Neighbourhood Boards.

Bridges (1)**Question No: 2017/5219**[Navin Shah](#)

I regularly get serious complaints from my constituents and local ward councillors about the state of bridges and underpasses. The complaints relate to the poor upkeep (both in terms of decorative state as well structural conditions / water seepage etc) due to years of neglect by TfL and other operators. These raise very valid concerns about safety, environmental impact and visual appearance of the area. Additionally some of these underpasses/bridges provide access to areas people use for their regular walks. What are TfL's policies for regular (cyclical) repairs and maintenance and how much is TfL able to

influence other operators to maintain their structures too? Also, is there a list of ownership of such bridges/underpasses to help identify who is responsible for the upkeep?

Answer for Bridges (1)

[The Mayor](#)

Last updated: 19 December, 2017

Transport for London (TfL) carries out regular inspections and maintenance on its subways, bridges and underpasses. This includes clearing drains, changing lamps, monthly safety inspections, and annual cleaning.

Defects identified by the inspections are prioritised based on a range of factors including safety, customer impact and whole life cost. In recent years TfL has increased its expenditure on pedestrian subways because it understands the impact their appearance can have on perceptions of safety.

TfL works with the London boroughs through the London Bridges Engineering Group (LoBEG) to promote best practice. LoBEG has provided good practice guidance for boroughs on how to prioritise their works. Some aspects of the approach are standardised while others allow local factors to be taken into account, ensuring boroughs are in control of how they invest in their highways.

A list of the bridges and structures managed by boroughs and TfL is held on the bridges database. The database identifies who is responsible for managing the structure. TfL can provide this information to you directly.

|

Jubilee Line - Under Bridges (2)

Question No: 2017/5220

[Navin Shah](#)

There are severe complaints from residents in Willesden Green and Dudden Hill wards (In Brent) about the state of the bridges. Park Avenue / Park Avenue North: There are two bridges carrying the Jubilee/Metropolitan and Chiltern line and there is a third bridge, which is no longer in use as the tracks at each end have been removed. The complaints are about poor lighting under the bridges and the old pigeon netting (over ten years old) has badly deteriorated with the resultant mess. Additionally water is seeping down the supporting structural walls which are covered with mould and have deteriorated. Overall, there are concerns about the structure of the bridges. Can you please confirm who is responsible for the upkeep of the bridges - is it TfL or Network Rail? Can you please advise how we can get the responsible body to undertake urgent refurbishment and improvements?

Answer for Jubilee Line - Under Bridges (2)

[The Mayor](#)

Last updated: 19 December, 2017

There are four structures in this area. The southern one of these is maintained by Network Rail, and the remaining three by Transport for London (TfL).

The three structures maintained by TfL are regularly inspected and are safe to carry railway traffic. TfL's maintenance team will review the effectiveness of the roosting deterrent over the footpath, and carry out any necessary repairs.

The London Borough of Brent is responsible for the non-structural elements of the bridges, including the lighting. TfL will raise the point about lighting with Brent.

|

Jubilee Line - Under Bridges (3)

Question No: 2017/5221

[Navin Shah](#)

This one relates to the short underpass, that goes under the same railway lines, between Churchill Road / Chapter Road in Willesden Green and Griffen Close / Waterford Way in Dudden Hill. The walls of the underpass are painted black to stop graffiti. But the lighting is poor and is often graffitied over making it darker. This is a well-used pedestrian route but people are deterred using it because of safety concerns. Can you please confirm who is responsible for the upkeep of this underpass - is it TFL or Network Rail? Can you please advise how we can get the responsible body to undertake the necessary improvements?

Answer for Jubilee Line - Under Bridges (3)

[The Mayor](#)

Last updated: 01 December, 2017

Officers are drafting a response

Answer for Jubilee Line - Under Bridges (3)

[The Mayor](#)

Last updated: 01 December, 2017

The London Borough of Brent is responsible for the non-structural elements of the underpass, including the lighting. Transport for London will raise this concern with Brent.

Buses - Poor Driving Practices

Question No: 2017/5222

[Navin Shah](#)

My concerns relate to some poor driving practices I've observed by bus drivers who fail to indicate when they are turning at junctions and also blocking signalled pedestrian crossings, creating obstruction and safety hazards for pedestrians including babies in prams. One example is the junction of Station Road in Harrow served by a number of routes (including 140, 340 and 186 etc). Buses going from the direction of Debenhams on Station Road (Harrow Town Centre) and turning left on the Station Road going towards Harrow Civic

Centre travel at some speed and often fail to indicate when turning and then block the pedestrian crossing. This creates serious safety hazard for pedestrians. Can TfL look into such dangerous practices and stop this from happening?

Answer for Buses - Poor Driving Practices

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Buses - Poor Driving Practices

[The Mayor](#)

Last updated: 05 January, 2018

Thank you for highlighting instances of poor driving practices. Transport for London (TfL) has asked all bus operators that use this left turn, including the operators of bus routes 140, 186 and 340, to ensure that their drivers are indicating in advance of making a turn and stopping ahead of crossing points. The relevant Garages will be undertaking random checks to identify any drivers that fail to perform to a high standard and take appropriate action if required.

TfL launched the Bus Safety Programme in February 2016 to continue to drive down the number of people killed or seriously injured on the bus network; reduce the number of injuries as a result of on board slips, trips and falls; and reverse the increase in (predominately damage only) collisions. As part of the Bus Safety Programme, TfL is working with the bus operators to develop safety training materials for drivers and driving instructors. This will focus on the subject of Safer Urban Driving (SUD) with particular focus on Vulnerable Road Users (VRUs). The course for drivers will use innovative training techniques to develop driver skills in identifying risk on the road and increase drivers understanding of VRUs.

Childhood Obesity

Question No: 2017/5223

[Navin Shah](#)

A recent World Health Organisation report shows in the UK 9% four and five-year-olds are classed as obese - with the proportion rising to 20 % for 10 to 11-year-olds and it predicts obesity to become the new norm. Trust for London's Child Poverty data shows as a whole, 23% of Year 6 students were obese. This is a higher rate than in England, where 20% of Year 6 students were obese. Both London and England have experienced a slight increase over the last five years (one percentage point). What are your key strategies to tackle London's childhood obesity?

Answer for Childhood Obesity

[The Mayor](#)

Last updated: 19 December, 2017

Childhood obesity is the biggest health issue facing our children in London and I am determined to get to grips with it. I currently have a variety of programmes that contribute to tackling childhood obesity, such as my successful Healthy Schools London programme and the work my Food Team does to support a healthy retail sector.

As Mayor, I will address the root causes of childhood obesity, taking a whole systems approach with a focus on the precious and formative early years period. And that is why I will be launching a new Healthy Early Years programme in spring 2018, a holistic and health and well-being programme, modelled off my successful Healthy Schools London programme and creating a new standard of quality in childcare across London.

However, I have just finished consulting on London's new Health Inequalities Strategy, in which my role as Mayor in taking a leading and convening role in tackling this issue it was one of five key ambitions. Through this consultation I have listened to what Londoners have said. Childhood obesity was, by some distance, the most popular issue that Londoners responded too. The consultation closed on 30th November and once I have taken time to carefully consider what Londoners have been saying, I will announce further action as to how I will tackle this ticking time bomb in London.

|

Chancellor's Budget

Question No: 2017/5224

[Navin Shah](#)

I agree with your description of the budget as 'the most anti-London in a generation'. The Chancellor has failed us on many accounts but I see this as a slap in the face of Londoners due to his failure to announce any new money for affordable housing in London and not providing further funding for London's policing which is under crisis. How do you plan to tackle what is, in my view, this massive blow?

Answer for Chancellor's Budget

[The Mayor](#)

Last updated: 19 December, 2017

Londoners know that I have put aside party politics over the past 18 months and worked hard to get a good deal for the capital from the Government and I will continue to fight for the best deal for Londoners. That being said, it was certainly the most anti-London Budget in a generation, from a Government that has shown contempt for Londoners.

I am striving to secure the best deal for Londoners and deliver better services that will improve the lives of all Londoners. My most recent London Plan sets out clear measures to put Londoners at the heart of planning and strategic decision making for our great city.

It's a hugely disappointing that the Government Budget refused to back the Metropolitan Police. I have made clear to the Government that their failure to address this funding crisis will mean that police officer numbers will begin to fall.

The Government's most astonishing Budget failure is on housing with the Chancellor not announcing a penny of extra grant for affordable housing in London - even though we know the current spending is less than a fifth of what we need. Despite what is seemingly the Government's anti-London stance, I still managed to secure a £3.15 billion deal with the government to start building 90,000 genuinely affordable homes by 2021 - around £0.5 billion a year.

Everyone knows we need councils to be able to build more, but there was no commitment that any councils in London will be given the powers to do so. This Government is all talk and no action on housing.

|

Lifts at Stanmore Station

Question No: 2017/5225

[Navin Shah](#)

At a recent public meeting organised by the 'Stanmore Society', a renewed and strong call was made for step-free access at this station. As you and Val Shawcross - Deputy Mayor for Transport know, there is a very strong case to deliver lifts at this station. What is required, within the scope of your dedicated funding for step-free access, to fulfil your criteria for an urgent action on part of TfL to deliver genuine step-free access at this station?

Answer for Lifts at Stanmore Station

[The Mayor](#)

Last updated: 01 December, 2017

Officers are drafting a response

Answer for Lifts at Stanmore Station

[The Mayor](#)

Last updated: 01 December, 2017

In December 2016, I announced the creation of a £200m programme to provide step-free access at around 30 stations on the Tube over the next five years. Funding to provide step-free access at eight Tube stations has been confirmed at the following locations: Amersham, Buckhurst Hill, Cockfosters, Harrow-on-the-Hill, Mill Hill East, Newbury Park, Osterley and South Woodford.

Across the network, Transport for London (TfL) is taking its investment decisions based on the likely impact on passengers. London Underground (LU) has prioritised stations for step-free access based on their strategic importance, for example targeting areas without accessible stations or interchanges that will allow people to access different route options. Other criteria are taken into account such as scheme deliverability and cost. Through the step-free access programme, LU hopes to deliver an equitable spread of step-free stations across London and reduce the excess Journey Time that disabled people have to spend travelling

I am aware the current provision of step free access at Stanmore presents a significant barrier for many disabled and older people. My officers will continue to seek a better solution for Stanmore by engaging with the Council and local stakeholders, and pursuing third party funding opportunities with developers as and when they arise.

LU is in the process of identifying the next tranche of stations as part of the step-free access programme. A number of stations are being considered, some of which are located in Harrow. Further details will be announced in the New Year.

London's night time workforce (1)

Question No: 2017/5228

[Fiona Twycross](#)

How many people work in London's night time economy? Can you provide the figures annually for the past five years?

Answer for London's night time workforce (1)

[The Mayor](#)

Last updated: 19 December, 2017

A recently published report by London First in association with EY suggested that economic activity in London's night time economy directly supports 723,000 jobs - around one in eight jobs in the capital.

In addition, GLA Economics is currently working with the Office for National Statistics and London Night Time Commission to undertake an analysis of London's Night Time Economy. This work will include an analysis of how many people in London self-report working at night in recent years. A report on the findings will be available in due course.

|

London's night time workforce (2)

Question No: 2017/5229

[Fiona Twycross](#)

Can you break down London's night time workforce by ethnicity, by year since 2015?

Answer for London's night time workforce (2)

[The Mayor](#)

Last updated: 19 December, 2017

GLA Economics is currently working with the Office for National Statistics and London Night Time Commission to undertake an analysis of London's Night Time Economy. This work will include a breakdown of the labour force in London who self-report working at night by ethnicity. A report on the findings will be available in due course.

|

London's night time workforce (3)**Question No: 2017/5230**[Fiona Twycross](#)

Can you break down London's night time workforce by gender, by year since 2015?

Answer for London's night time workforce (3)[The Mayor](#)

Last updated: 19 December, 2017

GLA Economics is currently working with the Office for National Statistics and London Night Time Commission to undertake an analysis of London's Night Time Economy. This work will include a breakdown of the labour force in London who self-report working at night by gender. A report on the findings will be available in due course

|

Social mobility**Question No: 2017/5231**[Fiona Twycross](#)

Analysis by the Social Mobility Commission found that a quarter of low-paid workers remained permanently stuck in low pay and nearly half (48%) fluctuated in and out of it over the course of the last 10 years. What can you do to help Londoners that would like to progress out of low pay jobs?

Answer for Social mobility[The Mayor](#)

Last updated: 19 December, 2017

Many Londoners still do not benefit from the opportunities that this great city has to offer. As Mayor, I am determined to create a fairer, more inclusive economy where all Londoners are able to progress and participate in London's economic success.

I recently launched my draft Economic Development Strategy and draft Skills and Adult Education Strategy. My Economic Development Strategy aims to create an economy that works for all Londoners, and a core part of the Skills Strategy's vision is making sure Londoners get the skills they need to succeed in this economy, with a focus on promoting diversity and improving social mobility. Adult education and training are fundamental to ensuring all members of our society are able to secure or progress into better-paid and more stable jobs.

These strategies are closely aligned and provide further detail on my approach to this important issue. This includes an in-work progression initiative in partnership with the Institute for Public Policy and Research and my plans to develop an all-age careers advice offer that will promote lifelong learning and provide adults, including those cycling into and out of low-paid work, with timely advice and guidance.

My Good Work Standard will also play a key part in delivering the aim to encourage the very best employment standards across London and make London the best place in the world to work. With fair pay and the London Living Wage at its heart, it will support employers to adopt best practice and achieve high standards in areas such as flexible working, diversity and inclusion, apprenticeships and training, and employee voice.

|

Parental employment

Question No: 2017/5232

[Fiona Twycross](#)

What is the rate of parental employment in London and the UK as a whole each year since 2010?

Answer for Parental employment

[The Mayor](#)

Last updated: 19 December, 2017

The employment rate for 16-64 year old parents with dependent children by gender for 2012 to 2017 for London and UK is in table below

Published information is not available for earlier years.

|

Childcare

Question No: 2017/5233

[Fiona Twycross](#)

What is the cost of childcare both in London and the UK as a whole each year since 2010?

Answer for Childcare

[The Mayor](#)

Last updated: 19 December, 2017

Each year the Family and Childcare Trust publish a report on childcare costs based on a survey of local authorities' Family Information Services. Local authorities are required to manage the childcare market in their local area, and this involves having an understanding of local costs and sufficiency. The data below is taken from these reports and are childcare costs for 25 hours a week. Please note that Family and Childcare Trust adjusted their data reporting in their 2017 survey and this does not include costs for 3 and 4-year-olds. More information can be found here <https://www.familyandchildcaretrust.org/childcare-survey-2017>. Later surveys have included a 'British average' cost but the English regional average was included in all surveys from 2010 so we have reported on this below.

Region	Nursery under 2	Nursery 2 and over	Childminder Under 2
2010 London	109	97	104
2010 England Regional Average	88	82	83
2011 London	119	113	119
2011 England Regional Ave	97	94	90
2012 London	126.8	112.24	129.59
2012 England Regional Ave	103.19	98.875	92.61
2013 London	133.17	124.73	131.08
2013 England Regional Ave	108.51	106.52	98.98
2014 London	140.12	136.93	136.4
2014 England Regional Ave	110.95	106.19	100.74
2015 London	152.06	140.64	146.31
2015 England Regional Ave	117.3	111.64	105.28
2016 London	158.73	148.74	148.12
2016 England Regional Ave	118.13	113.06	105.33
2017 Inner London	154.08	141.05	156.67
2017 Outer London	142.24	138.85	137.38
2017 England Regional Ave	117.43	113.43	110.68

Business rates**Question No: 2017/5234**

Fiona Twycross

What has the impact of the increased business rates been in London since April?

Answer for Business rates

The Mayor

Last updated: 19 December, 2017

On 1 April 2017 new valuations were introduced for all 1.8 million non domestic properties in England including the 302,000 in London. As a result of the relative change in rateable values (notional rental levels) since the last revaluation in 2010 business ratepayers in London have seen their rates bills increased by over £1.2 billion before potential reductions for valuation appeals. These increases will be phased in for smaller and medium sized properties under the Government's transitional relief scheme but around 6,000 ratepayers of larger properties with rateable values above £100,000 saw increases in their actual bills of 45 per cent overnight on 1 April.

The impact, however, varies significantly across London by borough and sector. Hackney and Islington saw average rises in valuations of more than 45 per cent with some outer boroughs seeing minimal changes. In Westminster offices saw average increases in valuations of 13 per cent whereas the increases for retailers and the businesses linked to the night time economy averaged more than 50% and 70% respectively.

I lobbied successfully with the London Business community and London Councils to persuade Ministers to amend the transitional relief scheme which phases in increases in bills. This concession saved London businesses around £90 million over the next four years.

I also welcome the limited additional relief schemes announced by the Chancellor in the Budget last March. These included

- a scheme capping rises for small businesses losing eligibility for small business rate relief to £600 per annum for the next five years which will benefit around 5,000 small firms in the capital - mostly in inner London;

- a £1,000 one off discount for pubs with a rateable value below £100,000. This will benefit up to 3,000 pubs in the capital; and

- a local discretionary relief scheme administered and allocated by London boroughs and the Corporation of London individually subject to the requirement to consult on their schemes with the GLA. London has been awarded £124 million from the £300 million national pot over four years - of which £72.5 million is available in 2017-18. London's allocation will drop to £35.2 million in 2018-19, £14.5 million in 2019-20 and to a mere £2 million by 2020-21.

However, these were announced very late in the day after 2017-18 bills had been prepared by many billing authorities and remain of course a mere drop in the ocean compared to the £1.2 bn plus increase in business rates faced by ratepayers in London as a result of the revaluation.

I will also be pushing for the administration of business rates to be fully devolved to London government prior to the next revaluation in 2022 similar to the arrangements already in place in Scotland, Wales and Northern Ireland. It would be possible to mitigate the impact of future revaluations more effectively if the Government fully devolved decisions over business rates to the Mayor and London boroughs.

|

Magic breakfast

Question No: 2017/5235

[Fiona Twycross](#)

What can you do to help attract funding and resources to enable Magic Breakfast to reach all children that are in need?

Answer for Magic breakfast

[The Mayor](#)

Last updated: 19 December, 2017

As part of the GLA food programme we will continue to work to ensure that all Londoners have access to sufficient healthy, affordable food.

Although they are not the only provider, Magic Breakfast have done a lot of work on this agenda. We know that breakfast is an especially important meal for children who are from food insecure families, and my food programme will continue to find ways to partner with organisations that can help them.

We will be supporting up to 10 London boroughs to develop food poverty action plans to help meet the food needs of all their most vulnerable residents, including children.

|

Businesses moving abroad

Question No: 2017/5236

[Fiona Twycross](#)

In your discussions with London's businesses, how many have said to you that they intend to enact their relocation plans early next year due to the continued uncertainty surrounding Brexit?

Answer for Businesses moving abroad

[The Mayor](#)

Last updated: 19 December, 2017

I cannot answer your question directly, as the discussions I have with businesses leaders include those sharing confidential issues and concerns about how they are planning to reorganise their business in response to the uncertainty around the UK's future relationship with Europe. However, much of what has been said to me directly is reflected broadly in the

statements made in the press about Brexit contingency planning by firms from a range of sectors in the capital.

|

European Union agencies

Question No: 2017/5237

[Fiona Twycross](#)

What impact will the relocation of the European Banking Authority to Paris and the European Medicines Agency to Amsterdam have on London?

Answer for European Union agencies

[The Mayor](#)

Last updated: 19 December, 2017

London is a global financial services hub and one of the greatest cities in the world for scientific research, development and innovation. While it is extremely disappointing that the European Medicines Agency and European Banking Agency will be leaving the capital, there is no doubt that London will remain a hugely important city for life sciences and financial services after Brexit.

|

Parental pay

Question No: 2017/5238

[Fiona Twycross](#)

Do you welcome Aviva's move to introduce 26 weeks leave on full basic pay, regardless of their gender or sexual orientation to parents who have given birth, adopted or chosen surrogacy? If the policy is successful, would you encourage other London employers to follow suit?

Answer for Parental pay

[The Mayor](#)

Last updated: 19 December, 2017

I welcome employers such as Aviva introducing policies to promote equality and fairness in the workplace, which is one of the central aims of my Good Work Standard. I have sought the views of a range of organisations to make sure that my Good Work Standard focusses on the right goals and objectives. My officers are currently looking at the responses to the call for evidence which closed on 18 September and will provide me with advice on taking this forward.

|

Autonomous vehicles (1)**Question No: 2017/5239**[Fiona Twycross](#)

Is London prepared for the Chancellor's vision to have fully self-driving cars, without a human operator, on UK roads by 2021?

Answer for Autonomous vehicles (1)[The Mayor](#)

Last updated: 01 December, 2017

Officers are drafting a response

Answer for Autonomous vehicles (1)[The Mayor](#)

Last updated: 01 December, 2017

My draft Transport Strategy makes clear that it is important for London to be prepared for all transport-related technological advances, seeking to manage them so they work best for Londoners. Autonomous vehicle technology could provide many benefits, but we must be wary of its potential to make car use more attractive, and the damaging health and congestion impacts this would have.

TfL continues to be involved in a number of Government-funded trials of autonomous vehicles with the aim of better understanding how this technology can be used to benefit London.

Autonomous vehicles (2)**Question No: 2017/5240**[Fiona Twycross](#)

What impact will autonomous vehicles by 2021 have on London's employment?

Answer for Autonomous vehicles (2)[The Mayor](#)

Last updated: 01 December, 2017

Officers are drafting a response

Answer for Autonomous vehicles (2)[The Mayor](#)

Last updated: 01 December, 2017

Transport for London does not anticipate many autonomous vehicles on London's roads by 2021. In the short-term, market development will be on proof of concept and the development of technology, so little direct impact is expected in this period.

Brexit discussions**Question No: 2017/5241**[Fiona Twycross](#)

Can you update me on your latest discussions with Government on Brexit?

Answer for Brexit discussions[The Mayor](#)

Last updated: 19 December, 2017

In addition to the update I recently gave to the Assembly's EU Exit Working Group I can confirm that I'm currently seeking an urgent meeting with the Secretary of State for Exiting the European Union to discuss the conclusion of the first stage of negotiations.

|

Employment practices in the modern economy**Question No: 2017/5242**[Fiona Twycross](#)

Will you be discussing with the Government, the employment status discussion paper as announced in the Autumn Budget as part of the response to Matthew Taylor's review of employment practices in the modern economy?

Answer for Employment practices in the modern economy[The Mayor](#)

Last updated: 19 December, 2017

I will be writing to the Secretary of State for Business, Energy and Industrial Strategy, setting out my response to a number of the recommendations put forward in the Matthew Taylor review. I will be seeking a meeting with him to discuss the Government's plans to respond, and press him to ensure they respond soon.

|

Self-employed for work-related training costs**Question No: 2017/5243**[Fiona Twycross](#)

In the Autumn Budget, the Government will consult in 2018 on extending the scope of tax relief currently available to employees and the self-employed for work-related training costs. Will you raise with the government the issue of low-pay self-employment which is higher in London?

Answer for Self-employed for work-related training costs[The Mayor](#)

Last updated: 19 December, 2017

I will be writing to the Secretary of State for Business, Energy and Industrial Strategy, setting out my response to a number of the recommendations put forward in the Matthew Taylor review. I will be seeking a meeting with him to discuss the Government's plan to respond, and will raise the issue of low-pay self-employment in London.

|

Business rates discount on pubs

Question No: 2017/5244

[Fiona Twycross](#)

What impact has the £1,000 business rates discount on pubs had in London?

19

Answer for Business rates discount on pubs

[The Mayor](#)

Last updated: 19 December, 2017

Pubs play an important role as community hubs, and according to London & Partners going to a pub is on most London visitors' 'must-do' list. They are vital to the success of the capital's night time economy, which is worth £26.3bn and employs 700,000 people. In April, I published data showing the number of pubs in London has fallen by 25% since 2001.

The government's £1,000 business rate discount for pubs with a rateable value of up to £100,000 is subject to state aid limits for businesses with multiple properties. There are around 3,000 pubs in London eligible for this discount, but up to one third of those will not benefit from the discount due to state aid limits. While any rates relief is welcome, this discount equates to as little as 2% of the annual rates bill of eligible pubs, so is of limited help.

Business rates are one of a number of factors affecting pubs; pressures in the capital include development and complaints. I have strengthened planning protections for pubs in my draft London Plan, which also introduces the Agent of Change principle to ensure new residential developments near existing outlets are properly soundproofed, minimising noise complaints.

|

Air Pollution in Slade Green

Question No: 2017/5248

[David Kurten](#)

A peak reading of 102.56 mg/m³ was obtained in North End Road in Slade Green in December 2016, but there is no permanent NO₂ monitoring station there. Will you install a

permanent NO2 monitoring station on North End Road in Slade Green, where pollution levels are highest, in order to assist your drive to clean up London's air?

Answer for Air Pollution in Slade Green

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Air Pollution in Slade Green

[The Mayor](#)

Last updated: 11 January, 2018

Operation and maintenance of air pollution monitoring stations is the responsibility of the London boroughs and Defra. I have made maintaining the current air quality network one of the responsibilities of London boroughs within my statutory London Local Air Quality Management framework.

As permanent automatic monitoring is very expensive, the monitoring network is used to complement and validate the extensive modelling I provide through the London Atmospheric Emissions Inventory, as opposed to providing full coverage across all polluted areas of London.

I have several new initiatives to support a roll out of more lower cost monitors. I have already announced that London will pilot a new air quality sensor network which will deliver up to 1,000 new monitoring sites. The pilot project may also feature mobile monitoring devices, so data will potentially be available from hundreds of thousands of locations across the city. As part of this project the monitoring requirements across London will be fully assessed on a strategic basis, and it may be that there will be an opportunity to install a sensor in Slade Green.

In my draft London Environment Strategy I also committed to publish guidance to assist individuals and community groups to undertake their own effective local monitoring.

Police, Fire and Emergency in North Bexley

Question No: 2017/5249

[David Kurten](#)

The growth plan for Bexley shows at least 22,000 new homes in Slade Green, Erith and Belvedere, which will cause a population increase of at least 60,000 people. What are your plans for the provision of police and fire and emergency services if the population in these areas more than doubles from current levels?

Answer for Police, Fire and Emergency in North Bexley

[The Mayor](#)

Last updated: 01 December, 2017

Officers are drafting a response

Answer for Police, Fire and Emergency in North Bexley[The Mayor](#)

Last updated: 01 December, 2017

My new draft London Plan requires boroughs to assess the need for social infrastructure, such as emergency services, and address those needs in Local Plans or other related documents.

Crossrail Extension**Question No: 2017/5250**[David Kurten](#)

The Draft London Plan talks of lobbying the government to see if Crossrail can be extended through Bexley and into North Kent. Will this involve the compulsory purchase and destruction of existing high-quality family housing to construct new rail lines through Belvedere, Erith, Slade Green and Dartford?

Answer for Crossrail Extension[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Crossrail Extension[The Mayor](#)

Last updated: 05 January, 2018

Transport for London is working with the London Borough of Bexley and local authorities in Kent to investigate options to extend the Elizabeth Line in order to improve the rail network and support the delivery of thousands of new homes.

No decisions have been made and further work will need to be done to understand land requirements, including whether this would require compulsory purchase of residential units. Any scheme should be Government-led and would need to be affordable, offer value for money and be technically feasible.

Crossrail 2**Question No: 2017/5251**[David Kurten](#)

The Draft London Plan says that Crossrail 2 will be operational by 2033, but TfL have recently stated there will be a delay and it will be operational by 2041 at the earliest. Which is correct?

Answer for Crossrail 2[The Mayor](#)

Last updated: 19 December, 2017

Transport for London (TfL) has submitted a proposal to the Government showing how London could fund half of Crossrail 2 during construction. As part of this, TfL looked at options to phase construction, which would see the majority of the railway operating in the early to mid-2030s, as originally envisaged. TfL continues to discuss this with the Government.

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Gender and Toilet Facilities (1)

Question No: 2017/5252

[David Kurten](#)

Are people who identify as women but have male anatomy and chromosomes allowed to use the women's toilets in City Hall?

Answer for Gender and Toilet Facilities (1)

[The Mayor](#)

Last updated: 19 December, 2017

At City Hall, individuals are free to use whichever toilets that align with their gender identity.

City Hall offers male, female and gender-neutral toilet facilities in both the public and staff areas of the building.

|

Gender and Toilet Facilities (2)

Question No: 2017/5253

[David Kurten](#)

Are people who identify as men but have female anatomy and chromosomes allowed to use the men's toilets in City Hall?

Answer for Gender and Toilet Facilities (2)

[The Mayor](#)

Last updated: 19 December, 2017

At City Hall, individuals are free to use whichever toilets that align with their gender identity.

City Hall offers male, female and gender-neutral toilet facilities in both the public and staff areas of the building.

|

TfL Buses**Question No: 2017/5254**[David Kurten](#)

It has been widely reported in the media that some buses in London have seen usage drop by 20%. Please could you provide me the routes and bus numbers of those that have seen this plummeting in passenger numbers?

Answer for TfL Buses[The Mayor](#)

Last updated: 01 December, 2017

Officers are drafting a response

Answer for TfL Buses[The Mayor](#)

Last updated: 01 December, 2017

Data showing bus passenger journeys and bus operated km on every route in the network for each year since 2010/11 is available on the Transport for London (TfL) website:

<https://tfl.gov.uk/corporate/publications-and-reports/buses>.

The highest rates of decline have been on night routes, especially on those that parallel Night Tube services. TfL is adjusting night services to reflect these changes in patterns of demand.

Uber and London Underground Usage**Question No: 2017/5255**[David Kurten](#)

Since Uber was licenced in 2012, have the number of people using the tube/underground increased? Please could you provide me with the annual footfall using the tube since 2012?

Answer for Uber and London Underground Usage[The Mayor](#)

Last updated: 19 December, 2017

Ridership on London Underground has risen every year since 2009/10, as more people live and work in London. Total annual journeys over the period requested are as follows:

2011/12 - 1.17 billion

2012/13 - 1.23 billion

2013/14 - 1.26 billion

2014/15 - 1.31 billion

2015/16 - 1.35 billion

2016/17 - 1.38 billion

|

Uber (1)

Question No: 2017/5256

[David Kurten](#)

Why did TFL licence Uber in 2012 and not know or understand the mechanisms of inviting and accepting bookings? Why did they fail again to understand the booking process when they carried out their investigation into their business model in 2014? Did TFL Management just take assurances from Uber rather than carrying out their own due diligence?

Answer for Uber (1)

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Uber (1)

[The Mayor](#)

Last updated: 03 May, 2018

Transport for London (TfL) takes all necessary steps to ensure that operators comply with private hire legislation in the way bookings are processed.

TfL did not just rely on assurances from Uber London Limited (ULL). ULL was licensed as a private hire operator in London in 2012, having met the same pre-licensing requirements as any other applicant for an operator's licence at the time. TfL conducted further investigations in 2014, and engaged extensively with Uber regarding its business model, and in particular the mechanisms by which bookings are invited and accepted.

Uber has made recent changes to their app which make it clear to passengers that ULL has accepted the booking and that a TfL licensed driver will carry out the trip.

Uber (2)

Question No: 2017/5257

[David Kurten](#)

Are Uber currently paying a licence fee to TFL (LTPH) whilst their appeal is going through? If so, how much are they being charged?

Answer for Uber (2)

[The Mayor](#)

Last updated: 19 December, 2017

The licence fee is charged in two stages in the form of an application fee and a grant of licence fee.

Uber London Limited paid the application fee component as part of its renewal application, but legislation does not require an operator that has appealed a licensing decision to pay a grant of licence fee during the the appeal process.

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Uber (3)

Question No: 2017/5258

[David Kurten](#)

I was concerned to learn on 22 November 2017 that Uber had concealed a massive global breach of the personal information of 57 million customers and drivers in October 2016, failing to notify the individuals and regulators. Uber clearly have many questions to answer with regard to the failure to hold customers' and drivers' personal information securely, as well as a failure to report the breach to the relevant regulatory authorities and notify those affected. What assessment has TfL made of the extent to which customers and Uber drivers in London have been affected by the data breach, including exactly what personal information has been hacked and what has then happened to this information?

Answer for Uber (3)

[The Mayor](#)

Last updated: 19 December, 2017

I have expressed my shock and outrage at this data breach. It will have alarmed millions of Londoners whose personal data could have been stolen by criminals. Uber needs to urgently confirm which of its customers are affected, what is being done to ensure these customers do not suffer adversely, and what action is being taken to prevent this happening again in the future. The public will want to know how such a catastrophic breach of personal data security came about and why Uber failed to report it to the relevant authorities.

I am reassured that the matter is the subject of investigations by the National Crime Agency and the Information Commissioner's Office.

|

Uber (4)

Question No: 2017/5259

[David Kurten](#)

I understand that Uber's new Chief Executive Officer Dara Khosrowshahi had a meeting in London on 3 October 2017 with TfL Commissioner Mike Brown. Given that Uber had been sitting on the news for more than a year that the personal information of 57 million Uber

customers and drivers had been hacked, was this massive data breach disclosed to Commissioner Brown in that meeting? If so, did Mr Brown inform you?

Answer for Uber (4)

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Uber (4)

[The Mayor](#)

Last updated: 05 January, 2018

Transport for London and I learnt of the data breach around the time it was first reported in the press, in late November.

Please also see my answer to 2017/5258.

Uber (5)**Question No: 2017/5260**

[David Kurten](#)

I note that Andrew Byrne, Head of Public Policy for Uber appeared before the Business, Energy and Industrial Strategy Select Committee in the House of Commons on 10 October 2017. Being unable to provide detailed answers to the chairwoman's questions on the length of hours worked by Uber drivers, he undertook to respond to the Committee in writing. On 26 November 2017, The Times revealed that Uber's subsequent written response disclosed that 3,000 Uber drivers were working more than 60 hours a week. It would be illegal for anyone to drive a lorry, a bus or most vans on London's streets for those hours, so why is Uber permitted to do so?

Answer for Uber (5)

[The Mayor](#)

Last updated: 19 December, 2017

Please see my response to MQ 2017/2286.

|

Taxi and Private Hire Trade (1)**Question No: 2017/5261**

[David Kurten](#)

Do you believe that if a compulsory mandate was introduced, that CCTV was fitted to all PH vehicles in London, it would improve public safety, prevent crime, encourage good behaviour and assist the Police for convictions?

Answer for Taxi and Private Hire Trade (1)

[The Mayor](#)

Last updated: 19 December, 2017

Please see my response to MQ 2017/4402.

|

Taxi and Private Hire Trade (2)

Question No: 2017/5262

[David Kurten](#)

What progress to date has been made of the 13,000k PH drivers who did not have adequate DBS clearance? How many have been found to have criminal convictions?

Answer for Taxi and Private Hire Trade (2)

[The Mayor](#)

Last updated: 19 December, 2017

Transport for London (TfL) has identified and written to approximately 2,621 private hire licencees and 852 applicants informing them that they will need to obtain a new enhanced DBS check with its service provider, GB Group.

As of 5 December 2017, TfL has suspended 916 of the 2,621 drivers who have failed to undertake a new enhanced DBS check via GB Group.

TfL is reviewing all new enhanced disclosures received via GB Group. Of the 2,621 over half have already been checked. Of these, two drivers have received convictions subsequent to their original enhanced DBS check. TfL has taken appropriate licensing action against both drivers.

|

Taxi and Private Hire Trade (3)

Question No: 2017/5263

[David Kurten](#)

Did TfL carry out a risk assessment for taxi drivers in the event that they have to provide assistance to passengers in the rear of the taxi in the event that a credit/debit card reader malfunctions?

Answer for Taxi and Private Hire Trade (3)

[The Mayor](#)

Last updated: 19 December, 2017

Transport for London (TfL) does not advise drivers to leave their cab should a problem with payment by card arise.

The advice TfL gives is to ask the passenger to try their payment card again. If the issue persists they should ask the passenger whether they have another payment card or cash to pay for the fare. If a payment still cannot be made, drivers should offer to take the passenger to the nearest cashpoint.

If a driver experiences any problems with their card payment device they should contact the provider of the card payment system in order to rectify the issue as soon as possible.

Safety advice and guidance for drivers is available on the TfL website:
<http://content.tfl.gov.uk/safety-advice-for-drivers.pdf>.

|

Taxi and Private Hire Trade (4)

Question No: 2017/5264

[David Kurten](#)

Do you understand that taxi drivers may be risking their livelihoods and careers by getting in the rear of a taxi when a card reader malfunctions, or a passenger is unable to operate it, if an accusation or complaint is made against them?

Answer for Taxi and Private Hire Trade (4)

[The Mayor](#)

Last updated: 19 December, 2017

Please see my response to MQ 2017/5263.

|

Taxi and Private Hire Trade (5)

Question No: 2017/5265

[David Kurten](#)

Will the Mayor instruct TfL to amend the sticker in London Taxis to state that an alternative means of payment is necessary in the case that a card reader malfunctions or a card is declined by the card reader?

Answer for Taxi and Private Hire Trade (5)

[The Mayor](#)

Last updated: 19 December, 2017

The card payment stickers that are currently in place are there to make passengers aware that card and contactless payment options are available to them.

Accepting card and contactless payments is an important step in making our taxis a convenient choice for Londoners.

Transport for London's advice to drivers is clear should a problem with a payment arise. Please see my response to MQ 2017/5263.

|

Taxi and Private Hire Trade (6)

Question No: 2017/5266

[David Kurten](#)

How many taxi and private hire drivers have TfL been informed about under the notifiable offences protocol for the last three years in total and by driver type and year? Of these how many were charged and how many were found guilty?

Answer for Taxi and Private Hire Trade (6)

[The Mayor](#)

Last updated: 19 December, 2017

Transport for London (TfL) has received 1,200 police disclosures in the last three years.

This is broken down below

2014 2015 2016 2017

PHV - 47 PHV - 475 PHV - 259 PHV - 282

Taxi - 6 Taxi - 60 Taxi - 43 Taxi - 28

TfL does not have the information on how many of these drivers were charged or found guilty immediately available, as this would require searching against each individual record.

|

Taxi and Private Hire Trade (7)

Question No: 2017/5267

[David Kurten](#)

It has been over a year since you launched your "Taxi and PH Action Plan", but only a few minor items from it have been implemented, making little difference to the working conditions of Taxi Drivers. In addition, it will burden them with an electric taxi that is unaffordable in the current market, even if the grants on offer are taken up. Do you accept that your plan has failed in its objectives, has failed to drive up Private Hire standards, and that the main initiatives that would improve public safety have been sidelined because of court challenges by Uber?

Answer for Taxi and Private Hire Trade (7)

[The Mayor](#)

Last updated: 19 December, 2017

Transport for London (TfL) and I have implemented a host of measures since launching my Taxi and Private Hire Action Plan last year to improve public safety and support our taxi trade including quadrupling the number of compliance officers on our streets.

The standard of our private hire industry is higher than ever, following the measures that have been implemented. For example, TfL has introduced an English Language Requirement and now conducts all topographical assessments. All private hire operators must provide customers with details of the driver and vehicle before the start of each journey, ensuring that customers are able to check these details before entering the vehicle. Operators must also provide an accurate fare estimate to customers before a journey, ensuring they are transparent in their pricing.

For taxis, I have introduced mandatory card and contactless payment options, making it even easier for customers to pay. I have also enabled access to additional bus lanes on TfL's road network, helping London's taxis to keep moving around the capital. These are all important measures and TfL is working on the next tranche of improvements which will be consulted on as appropriate next year.

No other city around the world is making the progress we are in cleaning up the air we live and work in. Our world renowned taxis will be leading the way with new zero emission capable (ZEC) taxis.

To encourage drivers of older, more polluting taxis to remove their vehicles from the fleet, TfL has launched a delicensing scheme for taxis between 10 and 15 years old. Owners of these taxis can receive up to £5,000 towards a new ZEC taxi. In addition, a plug-in grant of up to £7,500 is available, from the Office of Low Emission Vehicles, off the purchase price of a new ZEC taxi.

|

Taxi and Private Hire Trade (8)

Question No: 2017/5268

[David Kurten](#)

After some recent headlines about Uber and customer complaints, you said a consultation would take place at the end of this year for customer complaints signage for Private Hire vehicles, so that customers dissatisfied by their driver, operator, fare or quality of the vehicle can complain directly to LTPH. This would improve customer safety and confidence. Can you instruct TfL to carry out this consultation with some urgency?

Answer for Taxi and Private Hire Trade (8)

[The Mayor](#)

Last updated: 01 December, 2017

Officers are drafting a response

Answer for Taxi and Private Hire Trade (8)

[The Mayor](#)

Last updated: 01 December, 2017

TfL has agreed to consult on a range of proposals including a proposal to introduce additional private hire vehicle signage. TfL has decided to consult on these issues within one consultation exercise which will ensure that the proposals are clear and consistent and that taxi and private hire consultees are not repeatedly asked their views on separate issues. These proposals have been given careful consideration and in some cases external legal opinion but the consultation exercise will begin early next year.

Taxi and Private Hire Trade (9)

Question No: 2017/5269

[David Kurten](#)

Do you recognise the seriousness of Uber's cover up of the breach of personal information of its customers and drivers? Do you agree that this latest misdemeanour proves their conduct is beyond the pale, further evidence that they should not be relicensed?

Answer for Taxi and Private Hire Trade (9)

[The Mayor](#)

Last updated: 19 December, 2017

Please see my response to MQ 2017/ 5258.

|

Taxi and Private Hire Trade (10)

Question No: 2017/5270

[David Kurten](#)

Uber have said they have "assurances" that the data has been destroyed. Is it your understanding that these assurances from the criminal hackers who blackmailed them? Are you and TfL going to accept this statement as fact?

Answer for Taxi and Private Hire Trade (10)

[The Mayor](#)

Last updated: 19 December, 2017

This matter is the subject of investigations by the National Crime Agency and the Information Commissioner's Office in the UK. It would not be appropriate to pre-empt these investigations.

|

Taxi and Private Hire Trade (11)**Question No: 2017/5271**[David Kurten](#)

You stated in a previous answer that you are an advocate of the London Living Wage, but said TfL do not have the power to force Private Hire companies to provide it. Many Private Hire drivers do not earn the minimum wage as highlighted in the recent Uber employment appeal. Some Private Hire Operators make vast profits without ensuring their drivers earn the legal hourly rate. As Mayor, you could introduce a condition at the point of licensing, that an operator must ensure it pays drivers the minimum wage. Do you agree that this would be an excellent initiative and would make a stand against companies exploiting its workforce?

Answer for Taxi and Private Hire Trade (11)[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Taxi and Private Hire Trade (11)[The Mayor](#)

Last updated: 05 January, 2018

I am committed to my campaign for companies to pay the London Living Wage and I support the premise that operators should pay their drivers the London Living Wage. However, introducing a licensing condition on a private hire operator to pay its drivers a minimum wage goes beyond Transport for London's powers as a licensing and regulatory authority.

Taxi and Private Hire Trade (12)**Question No: 2017/5272**[David Kurten](#)

The London Fire Brigade recently tweeted that there has been a 40% increase in road traffic collisions over 5 years, that they have attended. Uber were first licensed 5 years ago. TfL have allowed approximately 40,000 Private Hire drivers with Uber as their operator access to work on demand, reliant on smart phones or similar equipment to accept jobs and navigation. Do you agree with the London Cab Drivers Club (LCDC) that this huge increase, adding to the workload of a vital, strained public service is no coincidence, and mainly due to Private Hire drivers driving for Uber?

Answer for Taxi and Private Hire Trade (12)[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Taxi and Private Hire Trade (12)

[The Mayor](#)

Last updated: 03 May, 2018

Recent years have seen substantial reductions in the number of people killed or seriously injured from road traffic collisions in London. Private hire casualties make up a little over two per cent of all casualties reflecting their overall share of traffic on London's roads.

Any death or injury on our roads is a tragedy and we are working to reduce collisions involving all road users. My Transport Strategy sets out a Vision Zero approach to road danger reduction to eradicate deaths and serious injuries from London's streets.

More information can be found on Tfl's website at <https://tfl.gov.uk/corporate/publications-and-reports/road-safety>.

TfL Passenger Numbers (1)**Question No: 2017/5273**[David Kurten](#)

TFL recently said that a drop of passengers using its services was partly because of "Brexit". Please could you provide the evidence of these findings?

Answer for TfL Passenger Numbers (1)[The Mayor](#)

Last updated: 19 December, 2017

The economic and fiscal outlook analysis from the Office for Budget Responsibility (OBR) that accompanies the Government's Budget has consistently advised that Brexit-related uncertainty is one factor contributing to reduced GDP growth. This position was maintained in the OBR's analysis that was published on 22 November 2017 to accompany the most recent Budget. It is well understood that GDP growth is closely linked to trend in demand for Transport for London services.

|

TfL Passenger Numbers (2)**Question No: 2017/5274**[David Kurten](#)

Would you agree that the drop in passenger numbers on its services could be due to people using Uber's rather than TFL's mass transport network?

Answer for TfL Passenger Numbers (2)[The Mayor](#)

Last updated: 19 December, 2017

Recent travel trends include lower patronage growth and in some cases reduced patronage on public transport and some increases in road traffic in London.

A range of factors are likely to be contributing to this. These include wider economic trends, specific issues relating to the operation of the bus network over the last year and other factors, such as prolonged industrial disputes on national rail.

|

TfL Passenger Numbers (3)

Question No: 2017/5275

[David Kurten](#)

Would you agree that the congestion caused by cycle superhighways which is slowing down bus speeds and increasing bus journey times is putting many people off from using buses?.

Answer for TfL Passenger Numbers (3)

[The Mayor](#)

Last updated: 01 December, 2017

Officers are drafting a response

Answer for TfL Passenger Numbers (3)

[The Mayor](#)

Last updated: 01 December, 2017

No. Cycle superhighways do not cause congestion, they are part of our strategic approach to reducing congestion. The vast majority of congestion - 75 per cent - is caused by too many motor vehicles on our roads with too few people in them. Other contributing factors include the large scale of general construction activity in London, rising levels of freight associated with online shopping deliveries and a huge growth in private hire traffic.

The construction of the cycle superhighways has - as all roadworks do - some impact on journey times temporarily. However, journey times in these areas, and therefore bus speeds, have decreased in many cases to their pre-construction levels.

Increased congestion is one of a range of reasons why bus use has declined, along with the improved attractiveness of alternative modes and changes to travel behaviour.

Transport for London is continuing to improve bus speeds through changes to intelligent traffic signalling, new approaches to give buses priority at junctions, and delivering the Bus Reliability programme that saw 148 schemes delivered last year.

Hate Crime (1)

Question No: 2017/5276

[David Kurten](#)

What are the 30 separate daily figures for racially motivated, religiously motivated, Islamophobic, anti-Semitic, homophobic, disability and transphobic hate crime for each of the 30 days between 1st November 2017 and 30th November 2017?

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

Last updated: 19 December, 2017

Appendix 5276 covers the daily recorded hate crime figures for the dates of 01/11/2017 and 30/11/2017.

Please note that it is possible a single offence has multiple flags added to it, which fall into multiple definitions. For that reason, the individual totals should not be added together.

Data was extracted from CRIS MIS & MetStats on 05/12/2017.

|

Hate Crime (2)**Question No: 2017/5277**[David Kurten](#)

How many hate crimes for the period between 1st November 2017 and 30th November 2017, were reported directly to the Metropolitan Police and how many were reported via the CST, Tell Mama, Galop and Stop Hate UK?

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

Last updated: 19 December, 2017

Officers are drafting a response

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

Last updated: 05 January, 2018

I am afraid it is not possible for the MPS to produce data from recorded crime that shows the organisation that the reporting individual belongs to.

Hate Crime (3)**Question No: 2017/5278**[David Kurten](#)

How many hate crimes for the period between 1st November 2017 and 30th November 2017, were reported by the victim of the alleged hate crime and how many were reported by someone else on behalf of the victim?

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

Last updated: 19 December, 2017

Appendix 5278 covers the suite of hate crime questions number 5278, 5279, 5281 and 5282.

Data were extracted from CRIS MIS & MetStats on 06/12/2017 and covers the dates of 01/11/2017 and 30/11/2017.

|

Hate Crime (4)

Question No: 2017/5279

[David Kurten](#)

For the period between 1st November 2017 and 30th November 2017, what percentage of crimes recorded each day are committed on that day and what percentage of recorded crimes are committed a week or more before the date of recording?

Answer for Hate Crime (4)

[The Mayor](#)

Last updated: 19 December, 2017

Appendix 5278 covers the suite of hate crime questions number 5278, 5279, 5281 and 5282.

Data were extracted from CRIS MIS & MetStats on 06/12/2017 and covers the dates of 01/11/2017 and 30/11/2017.

|

Hate Crime (5)

Question No: 2017/5280

[David Kurten](#)

For the period between 1st November 2017 and 30th November 2017, what percentage of hate crimes recorded were referred to the Crown Prosecution Service, and what is this as a percentage of the total number of hate crimes recorded in that period?

Answer for Hate Crime (5)

[The Mayor](#)

Last updated: 19 December, 2017

It is currently too early to meaningfully comment or give data on how many hate crimes recorded in November have been referred to the CPS.

Any figure supplied would inevitably change significantly as time passes.

|

Hate Crime (6)**Question No: 2017/5281**[David Kurten](#)

How many hate crimes for the period between 1st November 2017 and 30th November 2017, were online hate crimes?

Answer for Hate Crime (6)[The Mayor](#)

Last updated: 19 December, 2017

Appendix 5278 covers the suite of hate crime questions number 5278, 5279, 5281 and 5282.

Data were extracted from CRIS MIS & MetStats on 06/12/2017 and covers the dates of 01/11/2017 and 30/11/2017.

|

Hate Crime (7)**Question No: 2017/5282**[David Kurten](#)

What are the 30 separate daily figures for specific criminal offences (e.g. violence against the person, sexual offences, robbery, burglary, vehicle offences, theft, arson and criminal damage, drug offences, possession of weapons, public order offences and miscellaneous crimes against society) were committed for those crimes designated as hate crimes, and how many were in each category, for each of the 30 days between 1st November 2017 and 30th November 2017?

Answer for Hate Crime (7)[The Mayor](#)

Last updated: 19 December, 2017

Appendix 5278 covers the suite of hate crime questions number 5278, 5279, 5281 and 5282.

Data were extracted from CRIS MIS & MetStats on 06/12/2017 and covers the dates of 01/11/2017 and 30/11/2017.

|

Hate Crime (8)**Question No: 2017/5283**[David Kurten](#)

On 20 August 2017, Director of Public Prosecutions Alison Saunders announced a radical expansion of the Crown Prosecution Service's 'hate crime' definitions citing 'perceived

hostility' as a hate crime. What is the Metropolitan Police's definition of 'perceived hostility', and how many hate crimes involving 'perceived hostility' were recorded by the Metropolitan Police for the month of November 2017?

Answer for Hate Crime (8)

[The Mayor](#)

Last updated: 19 December, 2017

There has been no change to the definition of what constitutes a hate crime and there is no such categorisation of "perceived hostility" and therefore no data can be provided. The police record allegations of criminal behaviour.

|

Hate Crime (9)

Question No: 2017/5284

[David Kurten](#)

How many people have been arrested and charged in London in each of the last five years for hate crime?

Answer for Hate Crime (9)

[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for Hate Crime (9)

[The Mayor](#)

Last updated: 11 January, 2018

Please see attached appendix 5284.

These data were extracted from CRIS on the 06/12/2017.

Hate Crime (10)

Question No: 2017/5285

[David Kurten](#)

Guidance from the CPS on hate crimes states that 'flagging is a subjective process' and that the police are not required to provide sufficient evidence for flagging a hate crime. In how many hate crimes flagged between 8th May 2016 and 30th November 2017 was there sufficient evidence of the aggravating factor, and in how many cases was the aggravating factor not proven?

http://www.cps.gov.uk/legal/p_to_r/racist_and_religious_crime/

Answer for Hate Crime (10)

[The Mayor](#)

Last updated: 01 December, 2017

Officers are drafting a response

Answer for Hate Crime (10)

[The Mayor](#)

Last updated: 01 December, 2017

Officers determine whether an incident constitutes a hate crime in line with defined criteria included in the definition for racially and religiously aggravated offences and racially or religiously motivated offences both would fall under the umbrella of Hate Crime. Crimes are reviewed by police supervisors throughout the lifespan of the investigation, the CPS often review cases and may comment on whether 'racially or religiously aggravated factors' exist and the Crime Management Unit also considers whether crimes are correctly classified. Whilst this system of review is in place the Crime Recording System is not configured in such a way as to provide statistics on whether or not a crime was correctly flagged as a 'Hate Crime'.

Hate Crime (11)

Question No: 2017/5286

[David Kurten](#)

What was the total number of hate crimes flagged between 8th May 2016 and 30th November 2017?

Answer for Hate Crime (11)

[The Mayor](#)

Last updated: 01 December, 2017

Officers are drafting a response

Answer for Hate Crime (11)

[The Mayor](#)

Last updated: 01 December, 2017

Appendix 5286 covers recorded hate crime figures for the dates of 08/05/2016 and 30/11/2017 broken down by major and minor crime type.

Data were extracted from CRIS MIS & MetStats on 06/12/2017.

Common Purpose and Cass Business School

Question No: 2017/5287

[David Kurten](#)

In your answer to question MQ 2017/3556 you said that TfL had developed a partnership with Cass Business School which meant it could discontinue the Common Purpose training.

What courses do TfL staff do at Cass Business School in order to give them the equivalent training which they had with Common Purpose?

Answer for Common Purpose and Cass Business School

[The Mayor](#)

Last updated: 19 December, 2017

The Leadership Development Programme at Cass Business School was a bespoke programme designed to address key business and people issues at Transport for London (TfL) between 2012 and 2016. The Cass programme was designed to improve collaboration within TfL, improve leadership of change and create increased commercial focus.

It was not intended to be a like for like replacement for Common Purpose, which aimed to equip leaders to work together across boundaries.

|

4G Coverage on London Underground

Question No: 2017/5289

[David Kurten](#)

What is the rationale behind TfL providing 4G mobile coverage on the London Underground?

Answer for 4G Coverage on London Underground

[The Mayor](#)

Last updated: 19 December, 2017

Connectivity is increasingly seen as a utility that is shown to drive increased productivity, employment and inclusivity. Bringing mobile phone coverage to all users of the London Underground and Elizabeth line will transform the customer experience, not least in allowing real-time travel information. It will also generate significant revenue that TfL can reinvest in the transport network.

For that reason, I said in my Manifesto for All Londoners that I would tackle London's connectivity 'not-spots'. The Tube network is one of the most important and high-profile 'not-spots' in the country.

|

Madrasas

Question No: 2017/5290

[David Kurten](#)

Do you know how many madrasas there are in London and who is responsible for monitoring and ensuring that all teachers and staff working in madrasas with children and minors under the age of 18 have DBS checks?

Answer for Madrassas[The Mayor](#)

Last updated: 19 December, 2017

The GLA does not hold data on the number of madrassas in London, nor is this published by Department for Education. All schools and providers of education of whatever type should ensure that they have robust child policy and protection procedures in place, including appropriate checks on staff working with children through the Disclosure and Barring Service.

It is the responsibility of borough local safeguarding children boards and children's social care teams to monitor and investigate child safeguarding in any local children's settings where concerns may arise. Any organisation providing a service to children and families must have its own policy on how it manages child safeguarding concerns so that staff, children and families know how to identify and report abuse and neglect, which are consistent with and refer to the London Child Protection Procedures.

|

The Olympic Stadium**Question No: 2017/5291**[Peter Whittle](#)

Given your decision on 1 December 2017 for the GLA to take over the running of the Olympic Stadium, in the wake of the 169-page report by forensic accountants Moore Stephens, what future do you see for the London Legacy Development Corporation?

Answer for The Olympic Stadium[The Mayor](#)

Last updated: 19 December, 2017

The London Legacy Development Corporation (LLDC) has undertaken a huge amount of work to deliver homes and jobs and the creation of a brand-new park for east London. Alongside the four local boroughs, it is leading the successful regeneration of one of the poorest parts of the capital.

In the medium Term, the LLDC is continuing to work hard to ensure the long-term legacy for Queen Elizabeth Olympic Park and the wider east London, including delivery of a major cultural and education district.

I am clear that LLDC, as a Mayoral Development Corporation, has a time-limited role that should not be unnecessarily prolonged. Equally, we should not rush to remove powers prematurely when there is still work that can be best done by a single body, such as a development corporation. We need to identify both the best model to succeed LLDC and decide when and how the transition should occur. It is important for me that we work closely with the four local boroughs as we identify and evaluate the options available.

|

TX4 (1)**Question No: 2017/5293**

David Kurten

What is the current cost of a new TX4?

Answer for TX4 (1)

The Mayor

Last updated: 19 December, 2017

The TX4 Limited Edition retailed at £45,945.

From 1 January 2018, new taxis presented for licensing for the first time must be Zero Emission Capable. The TX4 does not meet this requirement.

|

TX4 (2)**Question No: 2017/5294**

David Kurten

What is the mass (in kg) of a TX4?

Answer for TX4 (2)

The Mayor

Last updated: 19 December, 2017

This information is available on the London Electric Vehicle Company's website:
http://www.levc.com/new-taxis/new_tx4_taxi/.

|

Mercedes Vito (1)**Question No: 2017/5295**

David Kurten

What is the current cost of a new Mercedes Vito London Taxi?

Answer for Mercedes Vito (1)

The Mayor

Last updated: 19 December, 2017

This information is available online: <http://www.sbcommercials.co.uk/pages/mercedes-benz-vito-london-taxi-offer.php>

From 1 January 2018 new taxis presenting for licensing for the first time must be Zero Emission Capable. The Mercedes Vito does not meet this requirement.

|

Mercedes Vito (2)**Question No: 2017/5296**[David Kurten](#)

What is the mass (in kg) of a Mercedes Vito London Taxi?

Answer for Mercedes Vito (2)[The Mayor](#)

Last updated: 19 December, 2017

Please see my response to MQ 2017/5295.

|

TX5 (1)**Question No: 2017/5297**[David Kurten](#)

What is the cost of a new TX5?

Answer for TX5 (1)[The Mayor](#)

Last updated: 19 December, 2017

The new LEVC TX costs in the region of £65,000 excluding grants. A number of grants are available for the purchase of a new zero emission capable (ZEC) taxi. Firstly, a Government-led Plug-in Taxi Grant is available, which will give taxi owners up to £7,500 off the price of a new ZEC taxi.

Transport for London is also funding a scheme which offers owners of the oldest, most polluting taxis a payment of up to £5,000 to remove their vehicle from London's taxi fleet and to help make the switch to ZEC vehicles sooner than planned. This payment can then be invested by the owner towards the purchase of a new ZEC vehicle.

|

TX5 (2)**Question No: 2017/5298**[David Kurten](#)

What is the maximum level of government and Mayoral financial support available to taxi drivers purchasing a new TX5, and what will be the effective cost of a TX5 after the maximum level of financial support is given?

Answer for TX5 (2)[The Mayor](#)

Last updated: 19 December, 2017

To encourage drivers of older, more polluting taxis to remove their vehicles from the fleet, Transport for London has launched a de-commissioning grant for taxis between 10 and 15 years old. Owners of these taxis can receive up to £5,000 towards a new ZEC taxi. In addition, a £7,500 plug-in grant is available, from OLEV, off the purchase price of a new ZEC taxi.

|

TX5 (3)**Question No: 2017/5299**[David Kurten](#)

What is the mass (in kg) of a TX5?

Answer for TX5 (3)[The Mayor](#)

Last updated: 19 December, 2017

This information is available on the London Electric Vehicle Company website:

https://nd-mediagallery2-public-production.s3.amazonaws.com/Oede61fb88d3f38654cf2871f1ed2e81/tx_price_specification_261017.pdf

|

TX5 (4)**Question No: 2017/5300**[David Kurten](#)

What is the mass (in kg) of the battery in a TX5?

Answer for TX5 (4)[The Mayor](#)

Last updated: 19 December, 2017

Officers are drafting a response

Answer for TX5 (4)[The Mayor](#)

Last updated: 09 February, 2018

The battery is reported to weigh 330kg: <https://www.autocar.co.uk/car-news/new-cars/first-drive-levc-tx-taxi-streets-london>

President Trump Visit (1)**Question No: 2017/5301**[David Kurten](#)

How will the Metropolitan Police ensure that President Trump's safety and security is guaranteed in his forthcoming visit to London in February 2018?

Answer for President Trump Visit (1)[The Mayor](#)

Last updated: 19 December, 2017

As the nation's capital and seat of Government, London has long experience of preparing for visits from Heads of State, including Presidents of the United States.

In the event of any such visit to London; the Met works closely with the Foreign & Commonwealth Office and other key partners to ensure the visit can take place safely.

The risks and potential threats are carefully assessed and an appropriate policing plan put in place that mitigates those risks.

|

President Trump Visit (2)**Question No: 2017/5302**[David Kurten](#)

What will you do to make the President of the United States, our greatest friend and ally, feel welcome when he comes to visit London in February 2018?

Answer for President Trump Visit (2)[The Mayor](#)

Last updated: 19 December, 2017

As I've previously made clear, as Mayor, I will always speak up to protect the interests and security of Londoners. I have previously called on Theresa May to cancel her ill-judged offer of a state visit to President Trump. After the latest incident, where President Trump used twitter to promote a vile, extremist group that exists solely to sow division and hatred in our country, it is clear that any official visit here would not be welcomed.

Many Brits who love both America and Americans, as I do, will see recent comments made by President Trump as hardly in tune with the special relationship between our two countries.

London is a beacon of tolerance, acceptance and diversity, and Mr Trump has demonstrated time and time again that his views are completely incompatible with the values Londoners hold dear.

|

President Trump Visit (3)**Question No: 2017/5303**[David Kurten](#)

In your answer to question 2017/3515 you seemed to imply that making negative comments about the President of the United States is linked to improving the security and interests of Londoners. How does publicly attacking the President of the United States, our greatest friend and ally, improve the interests and security of Londoners?

Answer for President Trump Visit (3)[The Mayor](#)

Last updated: 19 December, 2017

Please see my response to MQ 2017/5302.