

## Questions to the Mayor

16 May, 2019

### WRITTEN ANSWER REPORT

Subject: MQT on 16 May, 2019  
Report of: Executive Director of Secretariat

#### **999 response times**

##### **Question No: 2019/8786**

[Caroline Pidgeon](#)

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

#### **Answer for 999 response times**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

#### **999 response times**

[The Mayor](#)

Last updated: 25 June, 2019

Please see the attached spreadsheet for response times for I, S and E graded calls that originated from a call to 999.

This information has been provided by the MPS at a force wide and borough level between November 2018 and April 2019 inclusive. My Deputy Mayor for Policing and Crime oversee the MPS performance on this matter at monthly meetings and Quarterly Oversight Boards.

#### **Homes for Londoners Land Fund (1)**

##### **Question No: 2019/8787**

[Caroline Pidgeon](#)

Please outline the interest rates for the loans approved in DD2305. Are you confident that giving a loan to a developer before planning permission has been granted is an appropriate course of action?

**Homes for Londoners Land Fund (1)**[The Mayor](#)

Last updated: 21 May, 2019

Publishing the interest rates for the loans approved in DD2305 would harm the commercial interests of the GLA which are legitimate economic interests in line with the Information Commissioner's guidance.

Disclosure of the interest rates as requested would leave the GLA at a disadvantage in future negotiations. The rates would set a benchmark for future borrowers and impact our commercial negotiating position in future transactions.

Providing the loans prior to receipt of planning permission has enabled the GLA to secure a contractual obligation for delivery of 50 per cent affordable housing on each site. The GLA has negotiated a security package for the funding which includes a charge over land.

**Homes for Londoners Land Fund (2)****Question No: 2019/8788**[Caroline Pidgeon](#)

During your oral update at Mayor's Question Time on 21 March 2019, you told me you would look into publishing the full agenda, minutes and papers for the GLA Interest Rate Setting Board, Greater London Authority Land & Property Ltd board, and Investment Strategy Committee. Please outline the date by when these will begin to be published. Will you also publish backdated agendas, minutes and papers?

**Homes for Londoners Land Fund (2)**[The Mayor](#)

Last updated: 21 May, 2019

Following Mayor's Question Time on 21 March 2019, my team looked into the issues you raised and the GLA's Assistant Director - Group Finance, David Gallie, wrote to you on 12 April 2019 which I hope set out a full response. If you have not received this letter, or would like to discuss its contents in more detail, please contact David Gallie.

**Metropolitan Police's external entry detective scheme****Question No: 2019/8793**[Caroline Pidgeon](#)

The data in response to Question No. 2019/4065 shows that almost 12% of those who entered the external entry detective scheme in 2017/18 left within 12 months, while over 4% of the 2018/19 cohort left within 12 months. Is there any information available from their exit interviews which would show any common themes for why they choose to leave?

**Answer for Metropolitan Police's external entry detective scheme**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Metropolitan Police's external entry detective scheme**[The Mayor](#)

Last updated: 03 June, 2019

External Entry Detective recruitment was a ground-breaking initiative and as such ongoing evaluation was part of the process. This involves regular surveys and focus groups with those on the scheme including those who have exited.

The common themes for leaving included wanting a more realistic preview of the role before joining; the initial training experience and need for additional support during the early stages of development; and additional support for those who find it difficult to acclimatise to policing generally (e.g. shift patterns and workloads).

The MPS is addressing these issues through changes to its recruitment and training. Due to the nature of the initiative, essentially introducing people to police work for the first time, there is always likely to be a small proportion who decide that this is not the role for them.

**Restorative justice****Question No: 2019/8794**[Caroline Pidgeon](#)

What are you doing to promote the merits of restorative justice, particularly given some in the Metropolitan Police are sceptical of it, as made clear in MOPAC's Justice Matters roundtable on 13 March 2019?

**Answer for Restorative justice**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Restorative justice**[The Mayor](#)

Last updated: 03 June, 2019

As part of the recently commissioned Integrated Victims and Witnesses Service (IVWS), restorative justice (RJ) services are being offered by IVWS consortia member Calm Mediation (Calm). As part of the mobilising of IVWS, an information campaign will be delivered to frontline police officers to increase their awareness of the merits of RJ and how to refer victims into Calm's service.

In addition, all IVWS staff will be trained in restorative approaches and, as a result of the co-location delivery model whereby IVWS staff will be based in police stations and witness care units, this is expected to result in greater awareness and integration across London's victim support services of Calm's RJ offer thereby also increasing referrals.

MOPAC is part of the London Restorative Justice Network which continues to explore ways to promote the merits of restorative approaches across a range of public services including the criminal justice system.

## **Partnership Plus Scheme**

**Question No: 2019/8795**

[Caroline Pidgeon](#)

During Mayor's Question Time on 21st March you said you would pass on my suggestion - of reviewing the new Partnership Plus scheme to see whether PCSOs could be included - to the Metropolitan Police Commissioner and Deputy Mayor for Policing and Crime. Have you now done this, and if so, what was their response?

## **Partnership Plus Scheme**

[The Mayor](#)

Last updated: 21 May, 2019

The MPS has considered whether to offer Police Community Support Officers. In offering a local policing subsidised scheme to Local Authorities, the MPS has made a decision to focus on police officers, who offer full warranted powers and provide an additional resilience at times of emergency or unprecedented high demand.

Should a Local Authority wish to purchase additional PCSOs they may approach their local BCU Commander. If the following agreement of both the BCU Commander and the Deputy Assistant Commissioner for Front Line Policing, PCSOs can be supplied, subject to availability, on a full cost recovery basis. The full cost of a PCSO in 2019/20 including a 12.5 per cent shift disturbance allowance would range from Inner London £56.5k and in Outer London £54k.

## **Dedicated Ward Officers**

**Question No: 2019/8796**

[Caroline Pidgeon](#)

How many Dedicated Ward Officers are currently restricted to desk duties in each ward in London and for each, how long have they been restricted for?

## **Answer for Dedicated Ward Officers**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Dedicated Ward Officers**[The Mayor](#)

Last updated: 12 June, 2019

The Metropolitan Police Service (MPS) data systems do not allow this question to be easily answered. There are various types of restricted duty (disciplinary and medical) and these are held on different systems and not centralised. It is not possible to search these systems by job role and as such, each individual records would need to be checked for each Dedicated Ward Officer (DWO). This would take the MPS a disproportionate amount of time and resource to complete.

**Victim support****Question No: 2019/8797**[Caroline Pidgeon](#)

The Victims' Commissioner's report on the Victims' Code of Practice called for a multi-agency Victim Care Unit. How would this differ from the Integrated Victim and Witness Service for London and how would they work together?

**Answer for Victim support**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Victim support**[The Mayor](#)

Last updated: 03 June, 2019

The Integrated Victim and Witness Service (IVWS) for London launched on 1st April 2019, providing better, more streamlined support for victims and witnesses in London.

The national network of Victim Care Units proposed by the Independent Victims' Commissioner for London in her report on compliance with the Victims' Code of Practice is an extension of the integrated approach taken by MOPAC in commissioning the IVWS. The Independent Victims' Commissioner's proposal is for the Mayor to explore the feasibility of one multi-agency service providing both the victim support services traditionally provided by the VCS sector (currently provided by the IVWS in London) as well some of the interactions statutory agencies have with victims, where appropriate acting as the interface between the victim and the criminal justice system. The ambition being that this would provide victims with a more integrated service and a more seamless support offer throughout the criminal justice process.

**Child protection (1)****Question No: 2019/8798**[Caroline Pidgeon](#)

What is your response to Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services' latest post-inspection report on the Metropolitan Police Service's child protection practices?

**Answer for Child protection (1)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Child protection (1)**[The Mayor](#)

Last updated: 12 June, 2019

As you would expect, I was aware of some of the Inspection's outcomes prior to publication. The improvements made by the MPS in how it protects children in some important areas is of course welcomed, but I share HMICFRS' concerns about a greater focus on outcomes for children at risk of harm.

Keeping children and young people safe is a key priority in my Police and Crime Plan and my Deputy Mayor for Policing and Crime, Sophie Linden, will continue to provide oversight of the MPS to ensure this is delivered through a range of mechanisms, including the London Child Protection Policing Improvement Oversight Board.

A full response to the HMICFRS on this inspection will be published on my website shortly.

**Child protection (2)****Question No: 2019/8799**[Caroline Pidgeon](#)

The Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services' post-inspection report on the Metropolitan Police Service's child protection practices noted that not all of the officers and staff within the new Basic Command Unit safeguarding teams had received the training they needed to carry out their roles, which led to some investigations being passed onto officers who did not have specialist child abuse investigation training. In response the Metropolitan Police Service has said it intends to train 3,000 staff in safeguarding. Please provide a timescale for when this training will be complete.

**Answer for Child protection (2)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Child protection (2)**

[The Mayor](#)

Last updated: 20 January, 2020

The Basic Command Unit (BCU) Safeguarding model went live in February 2019 and has a complement of around 2,500 posts (up to and including Inspector rank).

Current Metropolitan Police Service (MPS) systems do not allow individual training records to be centrally examined so it is not easy to provide a definitive breakdown of safeguarding officer training. However, the workforce of such a large organisation is constantly evolving and therefore training will be an ongoing process rather than 'complete'.

Safeguarding officers are currently required to attend a 1-week safeguarding induction course. Those in Safeguarding Investigation Teams (around 1,770 posts) must complete a further 2-week specialist safeguarding course and a 2-week specialist witness interview course.

The MPS also continue to review training content to identify opportunities for the use of Continuous Professional Development (CPD) tools where appropriate.

### **Child protection (3)**

#### **Question No: 2019/8800**

[Caroline Pidgeon](#)

In light of Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services' latest post-inspection report on the Metropolitan Police Service's child protection practices, will you be investing, or lobbying for more investment, to increase digital forensics capacity?

#### **Answer for Child protection (3)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Child protection (3)**

[The Mayor](#)

Last updated: 12 June, 2019

The report recommended improvements in the quality and timeliness of investigations relating to the exploitation and abuse of children via the internet. In recognition of the growing threat to children and young people, MOPAC has signposted additional funding to enhance the risk-based approach, enabling the MPS to stop and prevent more predatory offenders and to protect London's children and young people in a more effective way. Without this additional funding, the only way to achieve this effect would have been to take away resource from other important parts of local policing.

**Moped enabled crime****Question No: 2019/8801**[Caroline Pidgeon](#)

Please detail the total number of moped enabled crimes per month from January 2015 to date, with figures provided for each borough.

**Answer for Moped enabled crime**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Moped enabled crime**[The Mayor](#)

Last updated: 24 May, 2019

Please see attached the requested data for the period specified.

It should be noted that moped enabled crime has reduced by over 70 per cent during the most recent 12 months (to April '19), compared to the same period last year.

**Safer Neighbourhood Teams****Question No: 2019/8802**[Caroline Pidgeon](#)

Please provide an answer for Questions 2018/2099 and 2018/3029, asked in September and November 2018. Since you failed to provide a response, please now give the figures as at May 2019.

**Answer for Safer Neighbourhood Teams**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Safer Neighbourhood Teams**[The Mayor](#)

Last updated: 03 June, 2019

The attached tables show the Dedicated Ward Officers and Police Community Support Officers in each Ward in London as at the end of March 2019 (most recent available data).



**Advanced Stop Lines (1)****Question No: 2019/8803**[Caroline Pidgeon](#)

In the last 12 months how many fixed penalty notices have been issued to drivers, motorcyclists and scooter riders for illegally crossing Advanced Stop Lines in London?

**Answer for Advanced Stop Lines (1)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Advanced Stop Lines (1)**[The Mayor](#)

Last updated: 03 June, 2019

Offences relating to the contravention of the Advanced Stop Lines (ASLs) are covered by the same section of the Road Traffic Act as that pertaining to the contravention of a red traffic light. There is no separate offence code and therefore police are not able to report those offences issued specifically to motorists for ASL infringements.

In the previous financial year, a total of 1,477 motorists were reported for contravening a red traffic light at a junction.

**Advanced Stop Lines (2)****Question No: 2019/8804**[Caroline Pidgeon](#)

What steps have you and TfL taken recently to push the Government to allow highway authorities in London to enforce Advanced Stop Lines?

**Answer for Advanced Stop Lines (2)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Advanced Stop Lines (2)**[The Mayor](#)

Last updated: 12 June, 2019

Transport for London (TfL) has responded to the recent call for evidence from the Transport Select Committee, which is undertaking a review into the Government's approach to road safety. TfL's response includes a call for a full review of all road traffic law.

TfL has also responded to the Government's initial call for evidence for the Cycling and Walking Investment Strategy with a specific request for the government to create a new offence of stopping within an advanced stop line (ASL), which could be enforced by TfL and other highway authorities. Unfortunately, the Government's response dismisses this

call, saying “existing cameras used for speeding and jumping red lights do not provide the capability to distinguish whether drivers have actually committed an offence through moving into the advanced stop line area”.

TfL’s response called specifically for the use of CCTV to enforce this offence, not safety cameras of the type used for speeding or red light offences. This proposal is not addressed, despite the fact that TfL has previously provided evidence of its ability to undertake this type of enforcement.

I will continue to push the government to create a new offence which would allow TfL and other highway authorities to enforce via CCTV, reduce incidences and improve safety for all road users.

### **Turning circle requirement for taxis**

**Question No: 2019/8805**

[Caroline Pidgeon](#)

Do you support scrapping the turning circle requirement for licensed taxis? What is the justification for the retention of this policy?

#### **Answer for Turning circle requirement for taxis**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Turning circle requirement for taxis**

[The Mayor](#)

Last updated: 03 June, 2019

No. The turning circle requirement ensures London taxis can manoeuvre in the tight spaces and narrow streets of the Capital. The turning circle enables the taxi to complete a U-turn in one movement, for example when picking up a passenger hailing from the opposite side of the road, and consequently reduces congestion.

### **Tube noise research**

**Question No: 2019/8806**

[Caroline Pidgeon](#)

Following recent media reports of the research undertaken by audiologists recording noise levels on London Underground lines and stations please state what plans TfL has to consider this research in relation to the protection of hearing of (a) London Underground passengers, and (b) London Underground drivers and staff who work on the London Underground.

#### **Answer for Tube noise research**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Tube noise research**

[The Mayor](#)

Last updated: 03 June, 2019

Transport for London (TfL) is committed to ensuring the Tube is a safe environment for its staff and customers. While customers travelling on the network can experience noise, higher volumes tend to be for short periods of time.

Noise limits set out by the Health and Safety Executive are based on exposure over an eight-hour period. Tube customers would need to spend much longer than the average journey on the Tube network in order to reach these thresholds. Health and Safety Executive guidance suggests Tube noise is highly unlikely to cause any long-term damage to customers' hearing.

TfL undertake regular Noise Risk Assessments to understand the noise exposures of London Underground staff and drivers. TfL aims to ensure operator exposures of below 77 decibels. The majority of operators experience exposure below 77 decibels with a proportion between 77 and 80 decibels. These operators are usually on longer shift patterns. Where exposure to noise is higher than this, TfL offer low attenuation hearing protection to operators.

TfL regularly monitors noise levels on the Tube to ensure it remains below these limits, and carry out work on tracks to mitigate noise, including replacing and repairing rails and installing noise-dampening fixings and pads. TfL is also working with its suppliers to develop initiatives that could further reduce noise.

### **Fatigue management on trams**

**Question No: 2019/8807**

[Caroline Pidgeon](#)

The First Group fatigue management timeline you provided in your response to Question 2019/4044 does not reflect any actions taken by First Group Tram Operations Limited or TfL to overhaul First Group's fatigue management system from the date of the Croydon Tram Crash (09 November 2016) to TfL's publication of its "confidential and restricted" Fatigue Audit on 15 September 2017. What action, if any, did TfL and First Group TOL take to overhaul Croydon Tram's fatigue management system before a Croydon tram driver was filmed asleep at the controls in May 2017 and this incident was reported by a member of the public?

### **Answer for Fatigue management on trams**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Fatigue management on trams**[The Mayor](#)

Last updated: 02 September, 2019

Following the Sandilands incident, Tram Operations Limited reviewed their Safety Management System, elements of which include Fitness for Duty Policy and Fatigue Risk Management arrangements governing maximum working hours for safety critical staff (in this case tram drivers and line controllers); allocation of staff to duties; and processes used to proactively check and where appropriate amend work to control fatigue risk in line with established good practice adopted from heavy rail.

In February 2017, following the publication of the second interim RAIB report, Transport for London commenced the work which led to the installation of the in-cab driver protection device to all trams, which has been in service since October 2017. The Driver Protection Device (Guardian, manufactured by Seeing Machines) detects and prevents fatigue and distraction. The system uses advanced, safety-verified sensors that track eyelid closures and head movements so that when fatigue or distraction is detected an in-cab alarm is sounded and the driver's seat vibrates to alert the driver. This is the first time such a device has been used in the rail industry in the UK and has been commended by the ORR. This system has been shared and demonstrated to the UK Tram industry for possible implementation on other tram networks.

**Loughborough University's Fatigue Survey of London's Bus Drivers (1)****Question No: 2019/8808**[Caroline Pidgeon](#)

Further to your response to Question 2019/4039 please provide a copy of the agreed terms of reference, budget and milestones for the fatigue survey of London's bus drivers.

**Answer for Loughborough University's Fatigue Survey of London's Bus Drivers (1)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Loughborough University's Fatigue Survey of London's Bus Drivers (1)**[The Mayor](#)

Last updated: 24 May, 2019

The fatigue survey is part of a wider research project into bus driver fatigue carried out by Loughborough University and the Swedish Road and Transport Research Institute (VTI). The driver survey element cost £9,900. The survey was open to drivers between October 2018 and 4 Jan 2019. I have attached a copy of the survey method and timeline.

**Loughborough University's fatigue survey of London's bus drivers (2)****Question No: 2019/8809**[Caroline Pidgeon](#)

Please provide me with all correspondence between TfL and Loughborough University regarding the agreed terms of reference, the budget and milestones for Loughborough University's fatigue survey of London's bus drivers.

**Answer for Loughborough University's fatigue survey of London's bus drivers (2)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Loughborough University's fatigue survey of London's bus drivers (2)**[The Mayor](#)

Last updated: 03 June, 2019

I have asked Transport for London to gather the relevant correspondence and provide copies to you by 5 June 2019.

**Loughborough University's Fatigue Survey of London's Bus Drivers (3)****Question No: 2019/8810**[Caroline Pidgeon](#)

Please state who at TfL is responsible for the approval and oversight of Loughborough University's Fatigue survey of London's bus drivers.

**Answer for Loughborough University's Fatigue Survey of London's Bus Drivers (3)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Loughborough University's Fatigue Survey of London's Bus Drivers (3)**[The Mayor](#)

Last updated: 03 June, 2019

The London bus driver fatigue survey is part of a body of independent research by Loughborough University. The terms of reference were approved by Transport for London's Director of Bus Operations, with the delivery of the commission overseen by its Bus Safety Development Team. The survey was designed by the researchers from their own road safety expertise and related studies in this area.

The Director of Bus Operations will sign off the report once its content has been validated and any technical language simplified to make it as robust and accessible as possible.

**TfL's Monitoring of Croydon Tram Operator's Safety Performance****Question No: 2019/8811**[Caroline Pidgeon](#)

In your response to Question 2019/4031 you mention the existence of a regular trams governance, safety and risk meeting which took place after the Joint TfL/First Group Joint Safety Panel meetings were discontinued after 15 September 2017. Please provide me with the membership, attendance lists, agendas, meeting dates, minutes and all documentation associated with the "Trams Governance, Safety and Risk" meetings which have taken place since 15 September 2017.

**Answer for TfL's Monitoring of Croydon Tram Operator's Safety Performance**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**TfL's Monitoring of Croydon Tram Operator's Safety Performance**[The Mayor](#)

Last updated: 03 June, 2019

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

**South London region****Question No: 2019/8812**[Caroline Pidgeon](#)

A SW17 resident has requested that you provide a statement as to what actions you are taking to improve train services in South London. They describe the services from Tooting, Streatham and Balham as chaotic at best, and further add that the Northern and Victoria lines cannot cope alone.

**Answer for South London region**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**South London region**[The Mayor](#)

Last updated: 20 August, 2019

I agree that rail services in south London are complicated and infrequent, and passengers deserve better. Of course, many of the train services relied upon by residents of South London are not operated by TfL – they are instead run by the private train operating companies.

Despite my lack of direct control over these services, I have set out my ideas about how different parts of Government and the rail industry could do things differently and these

are summarized in Transport for London's (TfL's) 'Strategic Case for Metroisation in south and south east London' document, which is published on its website. These proposals for a more reliable, better connected network include a flagship service offering up to 18 trains per hour on the Balham to Victoria corridor and a new interchange at Streatham Common.

Improved rail services would provide additional capacity to relieve pressure on the Northern and Victoria lines, and also support economic and housing growth. Improved services would also, for example, encourage the large number of passengers currently travelling by bus from Streatham to access the Northern line at Tooting and the Victoria line at Brixton to use their local rail services, freeing up capacity on both local buses and the Tube.

TfL has already fed these ideas into Network Rail route studies. These services are currently operated by Department for Transport (DfT) franchises, and TfL would need to work with the DfT and Network Rail to deliver enhancements through the DfT's rail network enhancements pipeline process and re-franchising process. Although not essential, these service improvements would be easier to implement if TfL were the contracting authority for relevant local London area services, and TfL has advocated for this.

The Williams Rail Review is currently looking at the structure of the rail industry and provides an opportunity for these issues to be considered. TfL has submitted evidence to the review proposing the Metroisation model. I also remain committed to pressing for the transfer of responsibility for south London commuter services to TfL.

## **Helicopter noise (1)**

**Question No: 2019/8813**

[Caroline Pidgeon](#)

Please set out in detail what progress has been made to reduce the effects of noise from helicopter pleasure flights as part of London's Ambient Noise Strategy.

## **Helicopter noise (1)**

[The Mayor](#)

Last updated: 21 May, 2019

Both the London Environment Strategy and draft London Plan set out my concern about the number of helicopters overflying London and the significant noise exposure that Londoners suffer as a result.

Regrettably, my powers over the regulation of noise from helicopters are extremely limited and ultimately it is the responsibility of the Civil Aviation Authority to drive a meaningful reduction in noise from helicopter flights. The regime governing helicopter flights is decades out of date and desperately needs updating. If Government were to establish a fully independent aviation noise regulator, it could be well-placed with powers to set the noise framework, monitor compliance and enforce decisions including imposing penalties.

I have called for a regulator of this type to be established in my submission to the first stage consultation on the Government's Future Aviation Strategy. The Government has now launched the second stage of this consultation, and I will repeat this call when

submitting my response in June, as well as reiterating my concerns about the inadequacy of the current helicopter regime.

## **Helicopter noise (2)**

**Question No: 2019/8814**

[Caroline Pidgeon](#)

Further to your reply to question 2016/1964 please state what has been the outcome of your pledge to press the Civil Aviation Authority (CAA) and the Department for Transport to develop a framework for managing and regulating helicopter noise in London.

## **Helicopter noise (2)**

[The Mayor](#)

Last updated: 21 May, 2019

Further to the detail provided in Mayor's Question 2019/8813, to date neither the Civil Aviation Authority nor the Department for Transport has committed to addressing the need for reform of the helicopter regime, nor establishing a credible and fully independent noise regulator with effective powers of enforcement. I will continue to press both issues.

## **Passenger experience on buses**

**Question No: 2019/8815**

[Caroline Pidgeon](#)

In your response to Question 2019/6050, you mentioned that TfL had implemented several initiatives to improve passenger experience on buses, such as Hello London and customer service toolkits. How is TfL measuring the success of these initiatives and what have been their results?

## **Passenger experience on buses**

[The Mayor](#)

Last updated: 21 May, 2019

Transport for London (TfL) uses a range of measures to monitor the impact of its initiatives. One example is via public feedback to TfL's contact centre: there has been a 77 per cent increase in the number of customer commendations for bus drivers from spring 2016 when the two-day training programme started, to spring 2018 when it concluded.

TfL also uses customer experience surveys, conducted by 'mystery travellers' on bus routes. The customer experience score for bus drivers was 83.7 in quarter four of 2015/16 – just before the programme started – whereas the corresponding fourth quarters of 2017/18 and 2018/19 were at 85.4, showing a sustained rise.



**Project representative of Crossrail****Question No: 2019/8816**[Caroline Pidgeon](#)

Will you ensure that the advice of the Project Representative of Crossrail (Jacobs) is more actively listened to and used to inform decision-making?

**Answer for Project representative of Crossrail**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Project representative of Crossrail**[The Mayor](#)

Last updated: 03 June, 2019

The Project Representative (Jacobs) function has been significantly enhanced, with the appointment of a senior and industry-recognised leader, an experienced project manager and additional roles providing greater capacity across key elements of the programme including commercial, risk and schedule.

As of February 2019, a member of the Project Representative attends the Crossrail Limited Board and has the opportunity to raise concerns as a standing agenda item. Separately and as a matter of routine, Crossrail Limited are expected to respond to any matters raised in the Project Representative's periodic report covering letter at Crossrail Sponsor Board.

**Length of Hours worked by London Bus Drivers****Question No: 2019/8817**[Caroline Pidgeon](#)

In your response to Question 2019/6064 you stated that "the rota for route 470 has 12-hour shifts for two or three consecutive days" but you assert that the rota is compensated by the fact that "there is non-driving time of over five hours each day and a minimum rest time of 10 hours and 30 minutes between each shift." Does TfL have any evidence that non-driving time is indeed "restful" or that the minimum hours between shifts is used for sleep?

**Answer for Length of Hours worked by London Bus Drivers**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Length of Hours worked by London Bus Drivers**[The Mayor](#)

Last updated: 03 June, 2019

The long periods of non-driving time in the schedule for route 470 take place at Epsom bus garage or Epsom town centre (with the ability to travel to the bus garage if preferred), with suitable facilities to gain rest, food and access to toilets at both. The cumulative driving time within these duties is also less than some shorter duties within the route 470 rota.

Transport for London (TfL) does not hold information on the restfulness of non-driving time for bus routes, including route 470. However, the research it has commissioned into bus driver fatigue will consider many factors affecting sleep, including rostering and shift patterns. The work, carried out by Loughborough University and Swedish National Road and Transport Research Institute, will be published in summer.

### **Commuting mode of London bus drivers**

**Question No: 2019/8818**

[Caroline Pidgeon](#)

Does TfL collect any data which reflects the mode of travel and length of time London bus drivers spend commuting to and from the bus depots?

#### **Answer for Commuting mode of London bus drivers**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

#### **Commuting mode of London bus drivers**

[The Mayor](#)

Last updated: 03 June, 2019

As Transport for London does not directly employ bus drivers, it does not collect or hold data on how they travel to and from bus depots. However, it has commissioned research into bus driver fatigue, which will be published in summer. This will look at work and rest time, as well as factors that might affect fatigue, including commuting into work.

### **Fatigue Risk Management System Audits of TfL Surface Transport Operations**

**Question No: 2019/8819**

[Caroline Pidgeon](#)

In your response to Question 2018/1131, in May 2018, you state that TfL "is reviewing fatigue management systems of all its Surface Transport operations contractors". Please provide the terms of reference, budget, milestones and copies of these "reviews".

#### **Answer for Fatigue Risk Management System Audits of TfL Surface Transport Operations**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **Fatigue Risk Management System Audits of TfL Surface Transport Operations**

[The Mayor](#)

Last updated: 25 June, 2019

Safety is my top priority, and Transport for London (TfL) shares my Vision Zero commitment to ensure there will be no deaths or serious injuries on the transport network by 2041.

Since the tragedy at Sandilands, TfL has taken and continues to take a proactive approach to address fatigue management across all its operations and is committed to ensuring such a tragedy never happens again. TfL's Surface Transport directorate's greater focus on fatigue management has become part of regular operational reviews, enabling sharing of best practice, immediate action and effective improvement.

TfL has reviewed the fatigue management arrangements of Tram Operations Limited and fatigue management monitoring is now reviewed within TfL at Director and Managing Director level on a four-weekly basis. TfL has also commissioned independent research into bus driver fatigue, including a review of fatigue management systems within bus operations. TfL is now analysing the results of the research, which it expects to publish in the summer.

## **Hammersmith Bridge (1)**

**Question No: 2019/8820**

[Caroline Pidgeon](#)

In answer to questions 2017/4906 and 2018/0791 you stated that TfL had made a provisional allocation within its Business Plan for contributing to the repair and strengthening of Hammersmith Bridge. Does such a provision still exist? If so, how much is set aside?

## **Answer for Hammersmith Bridge (1)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **Hammersmith Bridge (1)**

[The Mayor](#)

Last updated: 12 June, 2019

Transport for London (TfL) continues to fund the ongoing investigation and design work on Hammersmith Bridge. It expects to spend a further £6-7m on this work, having already spent around £5m so far on this and bus enforcement measures. Until the investigation and design work is completed, it is not possible to estimate the total cost of upgrading the bridge.

The most recent Transport for London (TfL) Business Plan included £111m of funding for principal road resurfacing and bridge strengthening across all boroughs through to 2024. TfL had provisionally allocated £25m of this to Hammersmith Bridge (inclusive of the £6-7m above). However, the costs associated with repairing the bridge could be much higher than that. TfL will, therefore, work closely with the bridge's owner, Hammersmith & Fulham Council, to identify appropriate funding once an estimated cost for the repairs is available.

## **Hammersmith Bridge (2)**

**Question No: 2019/8821**

[Caroline Pidgeon](#)

Has Hammersmith and Fulham Council shared with TfL its latest in-depth survey of the state of Hammersmith Bridge?

### **Answer for Hammersmith Bridge (2)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **Hammersmith Bridge (2)**

[The Mayor](#)

Last updated: 12 June, 2019

Yes, Hammersmith and Fulham Council has shared the latest in-depth surveys with Transport for London. The two organisations are working closely and collaboratively, and all relevant information is being shared.

## **Hammersmith Bridge (3)**

**Question No: 2019/8822**

[Caroline Pidgeon](#)

Further to your reply to Question 2018/0023 please provide a full explanation as to why the publication of the in-depth survey of the state of Hammersmith Bridge could affect the security of the bridge.

### **Answer for Hammersmith Bridge (3)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **Hammersmith Bridge (3)**

[The Mayor](#)

Last updated: 12 June, 2019

I refer to the answer provided to Mayor's Question 2018/0023, in particular, that the reports contain sensitive information about load paths, structural capacity and material

strengths. The release of technical details regarding the structure of the bridge could be of assistance to those intent on causing harm and disruption. To do so would, therefore, constitute a security risk.

### **Hammersmith Bridge (4)**

**Question No: 2019/8823**

[Caroline Pidgeon](#)

Please provide an update as to when Hammersmith Bridge will be fully repaired and strengthened.

### **Answer for Hammersmith Bridge (4)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Hammersmith Bridge (4)**

[The Mayor](#)

Last updated: 12 June, 2019

Please see my response to Mayor's Question 2019/9116.

### **Jacobs Project Representative reports**

**Question No: 2019/8824**

[Caroline Pidgeon](#)

Please set out in detail the past procedures for disseminating the regular Jacobs Project Representative reports on Crossrail to (a) TfL senior executives, (b) TfL Board members, and (c) the Mayor, the Deputy Mayor for Transport and Mayor's Chief of Staff.

### **Answer for Jacobs Project Representative reports**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Jacobs Project Representative reports**

[The Mayor](#)

Last updated: 17 July, 2019

The Project Representative reports are prepared on a periodic basis and issued to the Sponsor Board, which comprises senior executive representatives from each of the joint sponsors (Transport for London (TfL) and the Department for Transport) alongside an independent Board member and is supported by an independent technical adviser (in line with the recommendations from KPMG's review of Crossrail governance). The same reports are also circulated to the Crossrail Limited Board, which has always included nominees from

both joint sponsors. The Project Representative attends meetings of both the Sponsor Board and, since the appointment of the new Crossrail Chair, the Crossrail Limited Board.

Updates on the project - including the specific views of TfL's representatives on the Sponsor Board, drawing on the analysis they have received from the Project Representative - are then provided at each meeting of TfL's Programmes & Investment Committee and at full TfL Board meetings.

I have asked for copies of the full Project Representative reports to be provided to TfL's Programmes & Investment Committee, the Deputy Mayor for Transport and my Chief of Staff. These will also be published on the TfL website as part of the papers considered by the Programmes & Investment Committee.

This is in addition to the regular project updates that the Deputy Mayor for Transport, my Chief of Staff and I receive from Crossrail Ltd and from TfL. As with the updates provided to the TfL Board, these are informed by the analysis received from the Project Representative.

## **Camden - Tottenham Hale cycle route (1)**

**Question No: 2019/8825**

[Caroline Pidgeon](#)

As it seems TfL's plans involve an encroachment into Finsbury Park, which is a Green Registered Park and Garden, can you confirm whether TfL have consulted Historic England on its proposals?

## **Answer for Camden - Tottenham Hale cycle route (1)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **Camden - Tottenham Hale cycle route (1)**

[The Mayor](#)

Last updated: 03 June, 2019

Transport for London (TfL's) plans for the Camden to Tottenham Hale cycle route currently place the route adjacent to the southern border of Finsbury Park, between Finsbury Park station and Manor House station. TfL has been working together with London Borough of Haringey and key stakeholders such as the Friends of Finsbury Park and the London Cycling Campaign in discussions on design ideas which aim to provide safe and attractive cycle facilities with no overall loss of green space within Finsbury Park.

TfL is now preparing for a further meeting in May with wider user groups interested in Finsbury Park to further inform the plans, and Historic England will be included in this invitation.

**Camden – Tottenham Hale cycle route (2)****Question No: 2019/8826**[Caroline Pidgeon](#)

Please set out the alternative routes that were previously considered for this route by TfL.

**Answer for Camden – Tottenham Hale cycle route (2)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Camden – Tottenham Hale cycle route (2)**[The Mayor](#)

Last updated: 02 September, 2019

Transport for London (TfL) published its Strategic Cycling Analysis in 2017. This analysis presents what TfL datasets, forecasts and models show about potential corridors and key cycling connections that would serve both current and future cycling demand in London. These indicative routes were shown as direct 'crow flies' lines between origins and destinations. The top potential connections were recommended for further study and this included the Camden to Tottenham Hale connection.

Design engineers investigated the different alignment possibilities within and close to the corridor as identified in the Strategic Cycling Analysis. For example, exploring opportunities for upgrading existing cycle facilities and identifying challenges which may limit the route such as rail structures. These early investigations included borough and stakeholder input to reach the alignment currently proposed. Further consideration will be given to the most suitable route alignment as engagement with boroughs and stakeholders continues as part of the design and modelling of proposals.

**Camden – Tottenham Hale cycle route (3)****Question No: 2019/8827**[Caroline Pidgeon](#)

Is the proposed reduction of Metropolitan Open Land in Finsbury Park as part of the Camden to Tottenham Hale cycle route in conflict with your policy of making London a National Park City?

**Answer for Camden – Tottenham Hale cycle route (3)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Camden – Tottenham Hale cycle route (3)**[The Mayor](#)

Last updated: 02 September, 2019

The plans that we are developing for a new cycle route between Tottenham and Camden, via Finsbury Park, do not intend to reduce any Metropolitan Open Land in Finsbury Park. The design of the route along the border of Finsbury Park is still under discussion with Haringey Council and key stakeholders. As part of the design process, we are seeking to increase the total amount of green space within the park.

## Santander cycle hire docking stations

**Question No: 2019/8828**

[Caroline Pidgeon](#)

A number of Santander cycle hire docking stations are shown on TfL's website as 'removed'. Please clarify the status of each of these docking stations and the timescale for their reinstatement.

## Answer for Santander cycle hire docking stations

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## Santander cycle hire docking stations

[The Mayor](#)

Last updated: 03 June, 2019

London is a constantly growing and changing city and all of these 'removals' are due to construction works around the city to facilitate London's growth. Details of the docking stations shown as removed on Transport for London's (TfL's) website are provided below:

**Whiteley's, Bayswater** – removed due to building works. This station will be reinstated in 2023 when these works are complete. TfL has identified an alternative site with Westminster Council in the locality and hope to reinstate an additional service point at this new location later this year.

**Cardinal Place, Victoria** – removed due to building works. TfL is currently awaiting confirmation of when these works will be complete, following which it will return the station to a site within the immediate vicinity.

**Rodney Street, Angel** – removed for Health and Safety reasons due to the redevelopment of residential buildings by Islington Council. TfL is currently awaiting confirmation of when these works will be completed, following which the station will be reinstated.

**Portugal Street, Holborn** – removed to accommodate developer related building works. TfL expect this station to be reinstated in 2020.

**Grant Road Central & West, Clapham Junction** – temporarily removed to accommodate the development of residential buildings. TfL is awaiting confirmation of when these works will be completed, following which the station will be reinstated.



**Southeastern Railway compensation for delayed train services****Question No: 2019/8829**[Caroline Pidgeon](#)

Will you be making representations to the Department for Transport to insist that Southeastern introduce a 15 minute Delay Repay scheme as part of the extension of the franchise that has been awarded to the company?

**Answer for Southeastern Railway compensation for delayed train services**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Southeastern Railway compensation for delayed train services**[The Mayor](#)

Last updated: 12 June, 2019

I understand that the Department for Transport (DfT) is currently negotiating an extension to the existing Southeastern franchise. I agree that it should include a robust and generous refund scheme, but until and unless the Government devolves Southeastern commuter services the terms of that extension are a matter solely for the DfT.

Note that where this arrangement is in place the train operating companies generally refund 25 per cent of the fare for 15 minute delays and the full fare for delays of an hour or more. TfL offers full refunds after a 30 minute delay on its rail services.

**Ocean Diva****Question No: 2019/8830**[Caroline Pidgeon](#)

What representations have you made or do you intend to make in relation to the proposal for a new pier at Swan Lane to serve the Ocean Diva?

**Ocean Diva**[The Mayor](#)

Last updated: 21 May, 2019

The application has just been referred to me and I have not yet provided my Stage 1 comments. It's important I do not prejudice my future decision by commenting in any detail on the application now.

**Driving test for private hire drivers****Question No: 2019/8831**[Caroline Pidgeon](#)

To reduce collisions and improve public safety will you consider the merits of introducing an advanced driving test for anyone seeking a licence to drive a private hire vehicle?

**Driving test for private hire drivers**[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/3941.

**Car scrappage scheme for low income Londoners****Question No: 2019/8832**[Caroline Pidgeon](#)

When will details of the proposed £25 million car scrappage fund that was announced on the 14 February 2019 be made known to the public?

**Car scrappage scheme for low income Londoners**[The Mayor](#)

Last updated: 21 May, 2019

My team and TfL are working together on the proposals for the scheme, such as the eligibility criteria, the level and types of payments available and the application process to make this investment stretch as far as it can, given the potential scope.

This also means engaging with stakeholders to ensure we design a scheme that works effectively and that details of the scheme, as well as the launch, are in good time, later this year and well ahead of the ULEZ expansion.

**Van and minibus scrappage scheme****Question No: 2019/8833**[Caroline Pidgeon](#)

How many micro businesses and charities have so far taken up the opportunity to apply for a grant under the £23 million fund to help micro-businesses and charities scrap vans and minibuses that do not comply with the Ultra Low Emission Zone standards?

**Van and minibus scrappage scheme**[The Mayor](#)

Last updated: 21 May, 2019

To help micro businesses and charities prepare for the Ultra Low Emission Zone, I launched my £23 million van scrappage scheme on 22 February 2019. Under the scheme, eligible micro-businesses and charities can apply for funds to scrap up to three older, more polluting vans and charity minibuses and switch to cleaner vehicles. As at 3 May 2019, TfL has received applications from 881 organisations wanting to scrap their dirty vehicles. I also announced in February that I propose to launch a £25 million car scrappage fund later this year to help low-income Londoners scrap their older, more polluting vehicles in favour of cleaner vehicles and greener forms of transport to help clean up the city's toxic air.

**London Bridge****Question No: 2019/8834**[Caroline Pidgeon](#)

Will you consider moving the barriers that exist on London Bridge from their current location within the bus lanes to the edge of the pavements on the bridge? I have received complaints that the narrowing of the bus lane leads to buses not being able to manoeuvre past other traffic when the outside lanes are stationary, leading to the build up of traffic at busy times. A further concern is that the build up of traffic creates problems for cyclists who cannot make use of the bus lane and are forced to use other traffic lanes.

**London Bridge**[The Mayor](#)

Last updated: 21 May, 2019

I share the concerns that have been raised.

Transport for London (TfL) is currently in discussion with the City of London Corporation and the Metropolitan Police about potential changes to the arrangements for the temporary protective security measures and the timing of making such changes. I have asked TfL to keep you updated.

**Rape crisis centres****Question No: 2019/8835**[Caroline Pidgeon](#)

What are the current waiting times for rape victims receiving counselling services from London's four rape crisis centres? Is any assessment of waiting times undertaken in terms of the funding arrangements for these centres?

**Answer for Rape crisis centres**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Rape crisis centres**[The Mayor](#)

Last updated: 12 June, 2019

In 2018 London's four Rape Crisis Centres were recording an average waiting time of 8 months for women to access counselling, this cannot continue which is why I am increasing the investment in these essential services.

Consultation has taken place between MOPAC and the four London Rape Crisis Centres to address issues with access to services and waiting times. As a result, an additional £1.26million has been allocated from my new VAWG fund and Ministry of Justice devolved sexual violence funding across two financial years to improve access to support and reduce waiting times.

Please see <https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mo...>

### **Crossrail (1)**

**Question No: 2019/8836**

[Caroline Pidgeon](#)

Please state how many people currently working on Crossrail are directly employed by Bechtel, and the total number of Bechtel employees who were working on the project for the years 2018, 2017 and 2016. Please also confirm the total number of people who were recruited by Bechtel but directly employed by Crossrail Ltd in 2019 to date, 2018, 2017 and 2016.

### **Crossrail (1)**

[The Mayor](#)

Last updated: 21 May, 2019

Crossrail Limited is not obliged to know the employment status of people assigned by Bechtel on the Crossrail project.

The total number of people assigned by Bechtel on the Crossrail project is currently 209. This figure was 254 in 2016, 225 in 2017 and 229 in 2018. These figures are calculated at the end of each financial year, which is 31 March.

I have been advised by Crossrail Limited that there were no people recruited by Bechtel but directly employed by Crossrail Limited during these time periods.

### **Crossrail (2)**

**Question No: 2019/8837**

[Caroline Pidgeon](#)

Please state how many people are currently working on Crossrail who are paid through Personal Service Companies via (a) Bechtel and (b) any other supplier.

### **Crossrail (2)**

[The Mayor](#)

Last updated: 21 May, 2019

Crossrail is not obliged to and does not keep records of the use of Personal Service Companies by Bechtel or any other suppliers of professional services.

**Crossrail (3)****Question No: 2019/8838**[Caroline Pidgeon](#)

Please state the total amount of expenditure that Crossrail has awarded to Bechtel since the start of Crossrail.

**Answer for Crossrail (3)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Crossrail (3)**[The Mayor](#)

Last updated: 03 June, 2019

Since the delay to the opening of Crossrail was announced in August 2018, Crossrail has incurred £7.5m of expenditure with Bechtel in accordance with their 2018/19 Service Delivery Plan. The Service Delivery Plan for 2019/2020 is in the process of being agreed, but the cost associated with people assigned to the provision of the services is currently estimated to be between £35-£38m.

**Crossrail (4)****Question No: 2019/8839**[Caroline Pidgeon](#)

Following the recent confirmation of the extensive delay in the completion of the central section of Crossrail are any legal actions being taken against any contractors or suppliers for not fulfilling their agreed contracts?

**Crossrail (4)**[The Mayor](#)

Last updated: 21 May, 2019

No formal legal proceedings have currently been issued against any contractors or suppliers. Investigations into CRL's potential remedies against individual contractors or suppliers are subject to legal privilege and must remain confidential.

**Crossrail (5)****Question No: 2019/8840**[Caroline Pidgeon](#)

What is the overall policy of Crossrail Ltd in the use of staff paid through Personal Service Companies.

**Answer for Crossrail (5)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Crossrail (5)**[The Mayor](#)

Last updated: 03 June, 2019

I am advised that Crossrail Limited's overall policy is not to enter into arrangements with any Personal Service Companies for the provision of personal services by an individual.

**Crossrail (6)****Question No: 2019/8841**[Caroline Pidgeon](#)

Please state the remit and total expenditure to date of 'project delta' as part of the Crossrail project.

**Answer for Crossrail (6)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Crossrail (6)**[The Mayor](#)

Last updated: 03 June, 2019

Crossrail Limited does not have a project called 'Project Delta'. A specialist team of industry experts (the 'Delta Team') was brought in by Bechtel to support the development of the Earliest Opening Programme. The expenditure associated with the people in the "Delta Team" to 30 April 2019 is in the region of £800k.

**Crossrail Board minutes****Question No: 2019/8842**[Caroline Pidgeon](#)

At present the most recent published Crossrail board minutes are for the 10th January 2019. Are you satisfied with such long delays in publishing minutes and will you take steps to ensure that Crossrail Ltd publishes its minutes in a timely manner?

**Crossrail Board minutes**[The Mayor](#)

Last updated: 21 May, 2019

The minutes of the Crossrail Ltd Board meetings that took place on 31 January 2019 and 28 February 2019 have now been published. I have asked that Crossrail Ltd minutes are published more promptly and would normally expect minutes to be published within 2 months of the meeting take place.

## **Safety Performance on TfL's Bus Operator League Tables**

**Question No: 2019/8843**

[Caroline Pidgeon](#)

Further to your refusal in Question 2019/4038 to publish safety performance by TfL bus operators on TfL's bus operator league tables, a recent press release from GMB Union reports Singapore-owned Comfort DelGro Metroline as having the highest number of bus collision casualties during the period 1 April 2014 to 30 September 2018. Will you confirm that Metroline is indeed the TfL bus operator with the highest number of collision casualties since 1 April 2014?

## **Answer for Safety Performance on TfL's Bus Operator League Tables**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **Safety Performance on TfL's Bus Operator League Tables**

[The Mayor](#)

Last updated: 25 June, 2019

Transport for London (TfL) does not believe that commenting on specific operator performance would help foster the transparency and joint working needed to improve safety.

In support of my Vision Zero ambition, TfL is committed to reducing overall casualties across all operators on the network and to changing mindsets so that no-one accepts that a death involving a bus is inevitable or acceptable. To deliver this, all partners need to play their part. This means working collaboratively to reduce risk and injury. The road network is an open environment where many factors are at play. Putting safety at the heart of everything we do requires building openness into bus operations, encouraging full reporting of incidents, and learning between operators to foster sharing of best practice.

TfL publishes all safety incidents on the London bus network alongside the bus operator's name on its website at: <https://tfl.gov.uk/corporate/publications-and-reports/bus-safety-data>.

**Safer Schools Officers (1)****Question No: 2019/8844**[Caroline Pidgeon](#)

In response to Question No.2019/4061 on 1 March 2019 you told me there were 343.41 Safer Schools Officers. AC Mark Simmons told the House of Commons Education Select Committee on the 27 March 2019 that they would be increasing these to 420, and then 600. Please provide a timescale for when these officers will be in place. What is the current number of Safer Schools Officers?

**Safer Schools Officers (1)**[The Mayor](#)

Last updated: 21 May, 2019

There are, as at the end of February, over 400 officers working full time in schools and with young people. It is anticipated that this number will increase to almost 600 by the Autumn.

**Safer Schools Officers (2)****Question No: 2019/8845**[Caroline Pidgeon](#)

Your response to Question No. 2019/4061 showed that there has been an increase of only 24 extra Safer Schools Officers from last year. Are you confident you will achieve your ambitions of doubling the number to 600?

**Safer Schools Officers (2)**[The Mayor](#)

Last updated: 21 May, 2019

Yes. There are, as at the end of February, over 400 officers working full time in schools and with young people. It is anticipated that this number will increase to almost 600 by the Autumn.

**Safer Schools Officers (3)****Question No: 2019/8846**[Caroline Pidgeon](#)

The data in response to Question No. 2019/4061 shows that knife crime 'hotspots' such as Southwark, Lambeth and Croydon have seen a reduction in Safer Schools Officers in the last year. With that in mind, what is the criteria for deciding where these officers should be placed?

**Safer Schools Officers (3)**[The Mayor](#)

Last updated: 21 May, 2019



There are a number of factors which influence where officers are dedicated to specific schools, this includes recorded rates of ASB with a link to the School (including community impact), amount of first time entrants to the Criminal Justice System, number of victims of crime, intelligence on weapon related incidents attributed to the school, number of pupils attending the school and the permanent exclusion rate. These decisions are reviewed annually.

### **Safer Schools Officers (4)**

**Question No: 2019/8847**

[Caroline Pidgeon](#)

The data in response to Question No. 2019/4061 shows that the Royal Borough of Kensington and Chelsea currently has no Safer Schools Officers. Does this not go against your Police and Crime Plan which promises to “ensure that every school has a named officer supporting them”?

### **Safer Schools Officers (4)**

[The Mayor](#)

Last updated: 21 May, 2019

I committed in my Police & Crime Plan to put in place more specialist schools officers, focused on the safety and protection of young people. I am delivering on that commitment. As at the end of February, there are over 400 officers working full time in schools and with young people. It is anticipated that this number will increase to almost 600 by the Autumn.

### **Safer Schools Officers (5)**

**Question No: 2019/8848**

[Caroline Pidgeon](#)

How many safer schools officers are currently dedicated to a single named school? What's the criteria for a single school to be given a dedicated officer?

### **Answer for Safer Schools Officers (5)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Safer Schools Officers (5)**

[The Mayor](#)

Last updated: 12 June, 2019

All schools are offered a designated Safer Schools Officer (SSO). SSOs may be designated to single or multiple schools based on demand.

The decision for a single school to be given a dedicated officer is made locally via an annual demand review by the Safer Schools Sergeant(s) where priority schools and their demands are identified.

The decision to classify a school as a priority for a dedicated posting is evidence based against several criteria, including recorded rates of anti-social behaviour with a link to the School (including community impact), amount of first time entrants to the Criminal Justice System, number of victims of crime, intelligence on weapon related incidents attributed to the school, number of pupils attending the school and the permanent exclusion rate.

As of September 2018, there were 97 Safer Schools Officers dedicated to a single named school. The MPS will review this in August 2019.

## **Annual London education reports**

**Question No: 2019/8849**

[Caroline Pidgeon](#)

In February 2017 you published an annual London education report, yet no reports appear to have been published in 2018 and 2019. What has happened to subsequent annual London education reports?

## **Annual London education reports**

[The Mayor](#)

Last updated: 21 May, 2019

The Annual London Education Report is currently being updated for release in the 2018/19 academic year. We are planning to complete its production by the end of this school term.

## **Pedestrian crossing wait times (1)**

**Question No: 2019/8852**

[Caroline Russell](#)

In your Walking action plan there is a map on page 56 showing 200 locations of traffic signals where Transport for London (TfL) reduced the wait time for pedestrians in 2017. However, it seems from the graphic that most of these sites are not on the TfL Road Network (TLRN) which often sees the longest waits. Could you confirm by borough for the calendar years 2017 and 2018 a) the date and location of reviews of signalised crossings, b) any increase or reduction in pedestrian wait time at each location, and c) whether the crossing is on the TLRN?

## **Pedestrian crossing wait times (1)**

[The Mayor](#)

Last updated: 21 May, 2019

The way in which the road network is managed and operated to support my Healthy Streets objective is very important to me. I have therefore challenged Transport for London (TfL) to be able to better report on its performance in this regard. From April 2018, TfL has

included a new metric on its scorecard which measures the number of hours saved to people travelling by sustainable modes through the signalised junctions and crossings where timings have been adjusted. This focus has driven a shift in operational decision-making to support Healthy Streets. Traffic signal timing changes now strike a balance that makes walking and cycling more attractive, while supporting London's bus network, and avoiding congestion levels which can lead to poor air quality. Decisions are taken after careful consideration of each location and how the signals are used throughout the day.

The 200 pedestrian-focused timing reviews conducted in 2017/18 were trial sites to enable TfL to establish how it could do more to support pedestrians using signalised crossings. I have asked TfL to send you the detailed results of this trial program, which includes the information you have requested.

Since this trial, TfL has updated its methodology to take account of the impact of timing changes to the different volumes of people using the junction or crossing at different times of day. It is this data that is analysed for the new scorecard metric, and I have asked TfL to send you the full breakdown of the 800 signal timing reviews that were conducted and measured in 2018/19. While the data sets from each year are not directly comparable, they will provide you with the detail that you have requested.

## **Pedestrian crossing wait times (2)**

**Question No: 2019/8853**

[Caroline Russell](#)

The recently published Transport for London (TfL) Temporary Traffic Management Handbook states on page 125: "Research shows that pedestrians are less likely to wait for the green man after 30 seconds, so shorter cycle times are preferable." However, no maximum wait time for pedestrians is given. It appears that there is no clear and direct advice in either this document or other design documentation on pedestrian wait and signal timing. Will future updates to the Temporary Traffic Management Handbook, other signals guidance and design manuals ensure that clear guidance is given on pedestrian wait times?

## **Pedestrian crossing wait times (2)**

[The Mayor](#)

Last updated: 21 May, 2019

As I set out in my Walking Action Plan, the new Temporary Traffic Management handbook has been published to ensure that roadworks are no longer a barrier to people walking and accessing London's streets. The Handbook is focused on reducing the road risk and inconvenience of road works. It encourages those undertaking roadworks to consider the use of temporary pedestrian crossing systems such as portable traffic signals, in order to avoid lengthy diversions, especially in areas with high numbers of pedestrians (section 2.6). And in section 7.6, the handbook provides advice to contractors if they are setting their own timings on the portable traffic signals.

Transport for London (TfL) works closely with anyone planning roadworks on the TfL Road Network to ensure that temporary road layouts, including portable signals, are set up

appropriately to minimise the impact to all road users. Cycle times, which define the pedestrian wait time, are set according to road user demands in each location. The objective is to strike a balance where pedestrians can use the signals to safely cross the road, while avoiding delays to bus passengers and excessive vehicle congestion. TfL is planning to undertake the next review of the handbook in 2020.

The Temporary Traffic Management handbook builds on a range of regulation and advice for the design standards expected for temporary traffic management, which is provided by the Department for Transport, including;

Chapter 8 of the Traffic Signs Manual –

<https://assets.publishing.service.gov.uk/government/uploads/system/uploa...>

Safety at Street Works and Road Works: A Code of Practice (referred to as “The Red Book”)

<https://assets.publishing.service.gov.uk/government/uploads/system/uploa...>

An introduction to the use of portable vehicular signals –

<https://assets.publishing.service.gov.uk/government/uploads/system/uploa...>

## **Opportunities during Hammersmith Bridge closure**

**Question No: 2019/8854**

[Caroline Russell](#)

The closure of Hammersmith Bridge at short notice due to structural concerns is disrupting bus services and other traffic. However, the bridge is open to cycle and foot traffic, and your Transport Strategy aims for more short journeys to be made by these modes. Is Transport for London (TfL) supporting walking and cycle as alternative modes for journeys in this area, and is it learning from the closure by studying changes in traffic, pollution, and travel choices and behaviour?

## **Answer for Opportunities during Hammersmith Bridge closure**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **Opportunities during Hammersmith Bridge closure**

[The Mayor](#)

Last updated: 03 June, 2019

TfL continues to work closely with the London Boroughs of Hammersmith & Fulham and Richmond-upon-Thames to make walking and cycling more attractive choices. In particular, TfL will continue to work with Hammersmith & Fulham Council on plans for a new cycle route between Brentford and Kensington Olympia, which will transform conditions for walking and cycling between Hammersmith, Brentford and West Kensington. In Richmond, TfL’s plans include walking and cycling improvements in East Sheen and Manor Circus.

TfL is closely monitoring the impact that the closure of Hammersmith Bridge is having on the local road network. It has already begun making changes to traffic signal timings in the

area to benefit all road users, and will continue to monitor the situation to determine whether further changes are required.

TfL has also announced details of changes it is making to the local bus network to improve public transport links for people affected by the closure.

## **Reducing the cost of Hammersmith Bridge repair**

**Question No: 2019/8855**

[Caroline Russell](#)

Will Transport for London (TfL) investigate the potential use of Hammersmith Bridge as a crossing for buses, cycling and walking only, and would this reduce the cost of repair?

## **Answer for Reducing the cost of Hammersmith Bridge repair**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **Reducing the cost of Hammersmith Bridge repair**

[The Mayor](#)

Last updated: 12 June, 2019

Transport for London is working closely with Hammersmith & Fulham Council to complete ongoing complex investigation and design work on Hammersmith Bridge as quickly as possible. Only once this work is complete can the costs and benefits of different repair options be properly appraised.

## **Transport for London active travel metric**

**Question No: 2019/8856**

[Caroline Russell](#)

Papers at the Transport for London (TfL) Board on 27 March 2019 on the TfL Scorecard 2019/20 (Appendix 2: Scorecard development work undertaken during 2018/19) show that TfL has abandoned work on an active travel metric to study the effect of investments on an intervention area. Could you please outline TfL's reasoning in more detail as to why such surveys would not work, and explain how you are assessing existing investments?

## **Transport for London active travel metric**

[The Mayor](#)

Last updated: 21 May, 2019

Measuring active travel in an accurate, informative and useable way is a priority for TfL. It continues to measure active travel as part of the annual London Travel Demand Survey and is exploring improved options for measuring active travel across all Londoners using data from mobile phones. However, the localised survey methodology has been found not to be an effective way to assess impacts on active travel in localised intervention areas. Very large

sample sizes are required to demonstrate statistically significant changes in a small area, and there is a high cost attached to doing so.

Existing investments are assessed for their contribution to meeting the objectives set out in my Transport Strategy. A new Healthy Streets Mystery Shopper process is also being used to assess the impact of investment, as measured against the 10 Healthy Streets Criteria as set out in my Transport Strategy.

## **Haulage driver fatigue**

**Question No: 2019/8857**

[Caroline Russell](#)

A haulage driver has been in touch to ask about action to address driver fatigue in London. The Transport for London (TfL) Freight and Servicing Action Plan proposes a review with boroughs of lay-over resting points in 2019. Are you also going to solicit views from drivers and unions as part of this process? What output are you expecting from TfL from this work and how will it be communicated?

## **Haulage driver fatigue**

[The Mayor](#)

Last updated: 21 May, 2019

The Freight and Servicing action plan recognises that for operators to meet legal requirements to manage commercial vehicle driver fatigue, adequate availability of places to stop and rest are needed. TfL will work with boroughs to review where lay-over and resting bays for drivers are located and to understand how well utilised they are. This information will be made available on the TfL website and shared with operators. TfL will then work with boroughs to consider whether additional bays are needed to help tackle driver fatigue.

The Freight Policy Advisory Panel and Freight Delivery Groups have been set up to help shape freight policies in London. These groups include boroughs, London Councils, operators and industry partners such as the Freight Transport Association and Road Haulage Association – who provide representation of the views of their members who include drivers and unions. TfL will work with these groups to scope the review of lay-over and resting bays.

## **Industrial relations frameworks on major infrastructure projects**

**Question No: 2019/8858**

[Caroline Russell](#)

The union Unite has recently made a strong case that Crossrail's failure to agree an industrial relations framework with unions was exceptional for a major project and part of the cause of issues seen. Will you ensure all future major projects have such a framework?

## **Industrial relations frameworks on major infrastructure projects**

[The Mayor](#)

Last updated: 21 May, 2019

Transport for London (TfL) recognises trade unions for collective bargaining purposes and seeks to work constructively with them across its operations. However, in projects such as Crossrail, where many specialist activities are undertaken by external contractors and other partners, TfL is not able to direct those organisations to recognise trade unions as this is contrary to public procurement legislation.

Crossrail Ltd requires its contractors to maintain good and constructive industrial relations and to ensure that effective processes are in place to address and resolve any concerns raised by the trade unions.

## **New inquest into Ella Kissi-Debrah death**

**Question No: 2019/8859**

[Caroline Russell](#)

On 2 May 2019, the High Court granted a new inquest into the death of Ella Kissi-Debrah to allow a better understanding of the role that air pollution played in her death. Since you wrote to the London Assembly Oversight Committee on 17 October 2018 regarding air quality risks for the GLA and London, have you updated your assessments and identified the public bodies that are potentially at the greatest financial and legal risk if the inquest determines that air pollution was the cause of death?

## **New inquest into Ella Kissi-Debrah death**

[The Mayor](#)

Last updated: 21 May, 2019

Ella's death was a tragedy and it is vital that we understand the role air pollution played in her death. I have strongly supported Ella's family's campaign for a new inquest and wrote to the Attorney General expressing my view that a new inquest was needed.

Ella's heart-breaking death is one of the reasons why I am determined to tackle the scourge of air pollution once and for all. I have published my London Environment Strategy which sets out in detail the package of policies and action needed to ensure London meets legal pollution limits as soon as possible.

As a result, I continue to believe that the currently understood legal risk from air pollution to the GLA has been addressed as effectively as possible, although inevitably some risk will remain until legal compliance is achieved. All public authorities – including the Government – are legally required to take the action they can to ensure that legal limits are met, as quickly and effectively as possible.

It is possible that the inquest could identify new legal risks. I have asked my officers to keep this under review as the new inquest into Ella's death proceeds, ensuring any lessons are learned, and updating the corporate risk register as needed.

**Airport expansion****Question No: 2019/8860**[Caroline Russell](#)

In light of the climate emergency and your clear opposition to Heathrow expansion, will you reconsider your position on expansion at London City and Gatwick airports?

**Answer for Airport expansion**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Airport expansion**[The Mayor](#)

Last updated: 03 June, 2019

I have always said that where airport growth takes place this should not be at the expense of London's environment or the health of its residents. A third runway at Heathrow would be an environmental disaster with negative impacts on noise, air pollution and London's long term carbon targets. I will continue to stand up for Londoners by opposing the third runway.

Gatwick Airport recently published its draft masterplan; it is not actively pursuing an additional runway but is looking to make best use of its existing infrastructure. London City Airport is expected to publish its draft masterplan in the next few months. If either airport seeks to take forward proposals for expansion, I will scrutinise the detail of the proposals carefully to fully understand their full environmental impacts to ensure they are in line with my policies.

**Declaring a climate emergency and Transport for London adverts****Question No: 2019/8861**[Caroline Russell](#)

In light of your welcome declaration of a climate emergency, will you review Transport for London (TfL) advertising rules so that high-carbon products such as flights, are no longer advertised on the TfL estate?

**Answer for Declaring a climate emergency and Transport for London adverts**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Declaring a climate emergency and Transport for London adverts**[The Mayor](#)

Last updated: 20 August, 2019



I have set an ambitious target to reach zero carbon and have introduced bold policies like the Ultra Low Emission Zone, cleaning up buses and taxis, and insulating homes to cut carbon emissions in London now. Whilst all sectors of the economy need to transition to low carbon technologies and solution, including transport and buildings, I do not consider the banning of adverts promoting flights as a proportionate or effective measure.

However, I fully recognise that we're in the midst of a climate emergency. This is why TfL is looking at how it can ensure that its advertising estate is not used by those that have the most detrimental impact on the environment and will keep this under review.

## City Hall energy use and renewables

**Question No: 2019/8862**

[Caroline Russell](#)

What proportion of City Hall energy use is from non-fossil fuel renewable sources? Could you provide this data for each financial year from 2014-15 to 2018-19 showing total energy use compared with the proportion from renewables?

## City Hall energy use and renewables

[The Mayor](#)

Last updated: 21 May, 2019

The table below shows City Hall's energy usage, and the sources of grid electricity for each of the last five financial years.

Year	Natural Gas usage (MWh)	Solar electricity from panels (MWh)	Electricity from Grid (MWh)	Sources of electricity from grid	% non-fossil fuel sources	% renewable sources
2014-15	1,257	0.033	3,162	Coal 22.60%, Natural Gas 6.10%, Nuclear 54.90%, Renewables 16.30%, Other 0.10%	51%	12%
2015-16	1,022	0.033	3,093	Coal 14.50%, Natural Gas 8.60%, Nuclear 64.30%, Renewables 12.30%, Other 0.30%	58%	9%
2016-17	1,245	0.032	3,097	Coal 5.70%, Natural Gas 8.40%, Nuclear	61%	6%

				76.90%, Renewables 8.80%, Other 0.30%		
2017- 18	1,150	0.036	3,437	Coal 7.55%, Natural Gas 9.39%, Nuclear 71.21%, Renewables 11.66%, Other 0.19%	62%	6%
2018- 19	1,185	0.039	3,340	Data is not currently available.		

On average, 58 per cent of City Hall's energy has been from non-fossil fuel sources in this period, with 9 per cent from renewable sources. From 1 April 2019, City Hall has switched to 100 per cent green energy with renewable electricity supplied by Ecotricity and green gas by Corona.

### Fitting solar panels in conservation areas

**Question No: 2019/8863**

[Caroline Russell](#)

The 2015 London Assembly Environment Committee report, Bring me sunshine, how London's homes could generate more solar energy, recommended an amendment to the London Plan to reflect planning changes that make it easier to permit solar photovoltaics (PV) in conservation areas. Why is this not reflected in your draft London Plan?

### Fitting solar panels in conservation areas

[The Mayor](#)

Last updated: 21 May, 2019

My draft London Plan policy requires all major development submitted for planning application to meet minimum on-site carbon reduction targets through a mixture of energy efficiency, efficient energy supply and renewables. Developers must also show they have maximised opportunities for on-site energy production from solar technologies. In 2017, 78 per cent of all strategic planning applications (generally anything above 150 residential units) that are referred to me included solar PV in order to meet my carbon reduction targets.

Permitted development rights, which are set nationally, can enable the installation of solar panels without planning permission. As explained in my Solar Action Plan, some local authorities have removed permitted development rights, particularly in heritage or conservation areas due to concerns over visual impact, meaning that planning permission is needed before work can start. This can result in solar PV proposals being refused. As part of

the implementation of the Solar Action Plan, my officers will be engaging with boroughs to map the variance of planning approaches and help achieve consistency where possible across London.

### **Solar power on the Transport for London estate**

**Question No: 2019/8864**

[Caroline Russell](#)

How much solar PV capacity has been installed and is now operational on Transport for London (TfL) properties or land since you came into office in May 2016?

### **Answer for Solar power on the Transport for London estate**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Solar power on the Transport for London estate**

[The Mayor](#)

Last updated: 13 December, 2019

My Solar Action Plan sets out plans to install 1.1 MW of solar on the Transport for London (TfL) estate. TfL has already installed some panels and is now working on installations at further sites to exceed the 1.1 MW target through the RE:FIT framework. TfL will also install solar on a new Train Modification Unit at Acton in 2020.

TfL has carried out detailed studies of the total solar potential across its estate to support the longer term ambitions of my Solar Action Plan. This has included mapping the total potential across all TfL-owned rooftops, and studies on larger land holdings and trackside areas. TfL will be undertaking on-site assessments of the most promising locations over the coming months

### **Broken Brixton Road air pollution monitor**

**Question No: 2019/8865**

[Caroline Russell](#)

In January 2019, I raised concerns about the length of time the Brixton Road air pollution monitor had been broken (question 2019/0251). This highly polluted road is one of the first sites that is likely to breach London's annual nitrogen dioxide (NO<sub>2</sub>) limits each year. Since becoming operational, the monitor registered 13 hourly NO<sub>2</sub> breaches by 2 April 2019. However, it is broken again and currently showing zero hourly breaches. On the evidence that you have, would it have breached its annual NO<sub>2</sub> limits if the monitor had been working from the beginning of the year?

### **Broken Brixton Road air pollution monitor**

[The Mayor](#)

Last updated: 21 May, 2019

Lambeth Council are responsible for the Brixton Road monitoring station. The monitor came out of service in August 2019 due to water damage. My officers were in regular contact with Lambeth to ensure the monitor came on line as soon as possible. After delays with contractors the site came back online on 12 March 2019. The site reported data for the remainder of March, recording a number of hours above the nitrogen dioxide limit. However, an audit of the site in early April revealed a fault with the monitoring equipment, potentially linked to the equipment's time in storage. GLA officers have worked closely with Lambeth and experts at King's College London to resolve this issue as quickly as possible.

The fault with the monitor makes it likely the data recorded in March 2019 (including the 13 hourly breaches) will no longer be valid. This data has been removed from the Londonair website, and is the reason the site now shows zero breaches for 2019. Once the fault with the sensor has been fully evaluated experts at King's College will make a final assessment on the validity of the March 2019 data. Before that time it is not possible to evaluate if it would have breached its annual NO2 limits.

## **Measuring air pollution at St George's Hospital**

**Question No: 2019/8866**

[Caroline Russell](#)

A constituent has asked why St George's Hospital in Tooting was not fitted with a stationary air pollution monitor under your Breathe London programme for hospitals?

## **Measuring air pollution at St George's Hospital**

[The Mayor](#)

Last updated: 21 May, 2019

The current scheme is a twelve-month pilot, testing the feasibility of local air quality monitoring at ten major London hospitals. The hospitals selected are in areas where our modelling indicates there is illegal or unsafe levels of pollution. All ten hospitals taking part in the pilot are located in areas that our modelling indicates have higher levels of pollution than St George's.

Installing air quality monitoring is one of the actions on the Clean Air Hospitals Framework launched earlier this year by Great Ormond Street Hospital and Global Action Plan. This pilot will help ten hospitals in London achieve this first action. My officers are now in discussion with the NHS to see how they might support a wider hospitals monitoring framework. The Government should also consider what support they can provide.

## **Extinction Rebellion's pink boat**

**Question No: 2019/8867**

[Caroline Russell](#)

Will you help find a permanent home in one of London's museums for Berta Cáceres, the pink boat from the Extinction Rebellion peaceful protest at Oxford Circus in April 2019?

**Extinction Rebellion's pink boat**[The Mayor](#)

Last updated: 12 June, 2019

We are in the midst of a climate emergency which poses a threat to our health, our planet and our children and grandchildren's future. We need an urgent step change in the way we think and act in order to tackle this crisis. This is why I have been doing everything in my power to cut London's carbon emissions, including delivering the world leading Ultra Low Emission Zone this year. I share the passion of the Extinction Rebellion protestors about the importance of tackling climate change, and in April met with campaigners from the group to discuss their work.

City Hall is not responsible for collections policies, but if the boat is available I will inform my family of museums, including the Museum of London, of the opportunity to acquire this object.

**Answer for Extinction Rebellion's pink boat**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Extinction Rebellion's pink boat**[The Mayor](#)

Last updated: 21 May, 2019

We are in the midst of a climate emergency which poses a threat to our health, our planet and our children and grandchildren's future. We need an urgent step change in the way we think and act in order to tackle this crisis. This is why I have been doing everything in my power to cut London's carbon emissions, including delivering the world leading Ultra Low Emission Zone this year. I share the passion of the Extinction Rebellion protestors about the importance of tackling climate change, and in April met with campaigners from the group to discuss their work.

City Hall is not responsible for collections policies, but if the boat is available I will inform my family of museums, including the Museum of London, of the opportunity to acquire this object.

**Government set to miss carbon emission targets****Question No: 2019/8868**[Caroline Russell](#)

The Prime Minister declined to meet Greta Thunberg, saying: "I often hear young people tell of the importance of climate change." She also added: "This government has a fine record on climate change." However, the Department for Business, Energy & Industrial Strategy (BEIS) updated energy and emissions projection report, published in April 2019, showed the UK is now set to miss its 2025 and 2030 emission targets by an even larger margin than before, stating: "Many policies which will affect the 2020s and beyond have

not yet been developed to the point at which they can be included in these projections.” Do you agree with me that this is another example of the reckless disregard the government has for the climate emergency and for their responsibilities to tackle climate change?

### **Government set to miss carbon emission targets**

[The Mayor](#)

Last updated: 21 May, 2019

I share your concern about the recent projections which show the UK is set to miss its current carbon emission reduction targets. I declared a climate emergency last year, and set a zero carbon target in my 2016 election manifesto. The Government urgently needs to commit to a net zero emissions target in line with the Paris Agreement and introduce further policies and funding to deliver the reductions required.

My 1.5C Compatible Climate Action Plan, the first for a UK city, clearly sets out what needs to happen to get to zero carbon. We need a step change in the delivery of energy efficiency, a clear path to decarbonise heat and greater support to switch to zero emissions vehicles. I have consistently made this point to BEIS, in meetings with Ministers and officials and through consultation responses. I hope that the recent protests and Committee on Climate Change report will drive the government to deliver the urgent climate action we need.

### **Disposal of paint and household chemicals (2)**

**Question No: 2019/8869**

[Caroline Russell](#)

Thank you for your response to my question 2018/5199. Could you provide any data that you have on the annual volume or number of paint cans deposited at local council Re-use and Recycling Centres (RRCs) and the City of London Corporation’s hazardous waste collection service? What proportion of collected paint is redistributed or remanufactured?

### **Disposal of paint and household chemicals (2)**

[The Mayor](#)

Last updated: 21 May, 2019

The City of London provides a household hazardous waste collection service on behalf of every London borough except for Hillingdon, which uses a local service provider to collect household hazardous waste from its residents. Haringey does not use the City of London service for collections of paint, which it provides its own collection service for. We do not have data for Hillingdon or Haringey. Please see my response to Mayor’s Question 2019/8870 for how the London Waste and Recycling Board (LWARB) are helping Londoners to recycle their used paint.

The specific data breakdown for paint cans requested is not available from the City of London Corporation. However, the City of London have provided data showing that their service collects around 370 tonnes of hazardous waste each year from London households and from RRCs that accept hazardous waste dropped off by local residents. Around 120

tonnes are chemicals (predominantly paints, waste oils and cleaning products), with asbestos making up the remaining 250 tonnes.

The paints and other chemicals collected by through the City of London's service is often contaminated and not suitable for recycling. It is treated through specialist incineration outside of London.

### **Disposal of paint and household chemicals (3)**

**Question No: 2019/8870**

[Caroline Russell](#)

Has the London Waste and Recycling Board (LWRB) promoted Community RePaint ([www.communityrepaint.org.uk](http://www.communityrepaint.org.uk)) or equivalent organisations that collect leftover paint, redistributing it to community groups and individuals or remanufacturing it?

### **Disposal of paint and household chemicals (3)**

[The Mayor](#)

Last updated: 21 May, 2019

Yes. London Waste and Recycling Board (LWRB) promotes Community RePaint through its 'London Recycles' communications programme, enabling Londoners to find their local scheme to recycle leftover paint. See <https://londonrecycles.co.uk/easy-ways-reduce-your-waste>. See also response to Mayor's Question 2018/5199 for more information on how I am promoting paints, chemicals and hazardous waste reuse and recycling through my London Environment Strategy.

### **Small businesses affected by the Grenfell disaster (1)**

**Question No: 2019/8871**

[Caroline Russell](#)

Small business tenants of Transport for London (TfL) who have been affected by the Grenfell disaster have told me that it would be helpful if TfL had suspended rent reviews and offered monthly rent collection instead of quarterly. Will TfL review the quality of assistance offered to small businesses affected by adverse events?

### **Small businesses affected by the Grenfell disaster (1)**

[The Mayor](#)

Last updated: 21 May, 2019

Transport for London (TfL) has been working closely with the Portobello Business Trust, a charity which has been helping small businesses affected by the Grenfell tower fire.

Since the Grenfell disaster TfL has put forward a series of measures to help its small business tenants. These measures include allowing tenants to pay their rent monthly (rather than quarterly) to help with cash flow; creating a rent rebate scheme for tenants who have experienced a downturn in trade; ensuring there are no rent increases during 2019 and

offering new leases with no increase in rent where these are in line with their neighbouring tenants.

## **Small businesses affected by the Grenfell disaster (2)**

**Question No: 2019/8872**

[Caroline Russell](#)

Small business tenants of Transport for London (TfL) who have been affected by the Grenfell disaster have told me they were disappointed to discover that rent relief offered by TfL in the wake of the disaster was much lower than other business landlords in the vicinity.

In future will TfL consider greater levels of rent relief that match other landlords in the vicinity when small businesses are affected by adverse events?

## **Small businesses affected by the Grenfell disaster (2)**

[The Mayor](#)

Last updated: 21 May, 2019

TfL has been working with its tenants and the Portobello Business Trust, a charity to help individual businesses that have been affected by the fire.

TfL always considers the situation of each individual tenant and provides assistance dependent on the specific business needs. As well as rent relief in the immediate aftermath of the disaster, TfL recently wrote to all of its tenants potentially affected by Grenfell offering further assistance until March 2020.

## **Portobello Business Centre outreach business advisor**

**Question No: 2019/8873**

[Caroline Russell](#)

Portobello Business Centre supports businesses directly affected by the Grenfell disaster and those in the area suffering from the 'mini recession' in the wake of the disaster. These businesses struggle to attend pre-arranged meetings and would benefit from community outreach. Will your office fund an outreach business advisor to reach more small businesses who need help?

## **Portobello Business Centre outreach business advisor**

[The Mayor](#)

Last updated: 21 May, 2019

The GLA, the Ministry of Housing, Communities and Local Government and the Royal Borough of Kensington and Chelsea (RBKC) provided funding to enable Portobello Business Centre to work with businesses in the aftermath of the Grenfell tragedy. Officers from the three organisations and Portobello Business Centre continue to meet monthly to coordinate follow up business support offer and other services that will deliver not only business advice but also some wraparound health and wellbeing support for the businesses affected.



In March 2018 the GLA provided funding to Portobello Business Centre to carry out diagnostics and business support to 80 businesses, to date the organisation has supported 42 businesses. Resources are still available for outreach and business support activity and can be accessed through Portobello Business Centre. The London Growth Hub is also developing business support activity that will be delivered in the North Kensington Area from October 2019.

I am aware that RBKC are in the final stages of developing a borough-wide economic development strategy which will contain a dedicated chapter on plans for the North Kensington area and will seek to address the fallout from the Grenfell tragedy as a whole.

### **Portobello Business Centre further funding**

**Question No: 2019/8874**

[Caroline Russell](#)

Your Deputy Mayor for Business and Enterprise helpfully organised funding for the Portobello Business Centre to support businesses in the immediate wake of the Grenfell disaster. Will there be another round of funding to help businesses still suffering from the effects of the disaster?

### **Portobello Business Centre further funding**

[The Mayor](#)

Last updated: 21 May, 2019

My officers, alongside colleagues at the Royal Borough of Kensington and Chelsea and Transport for London (TfL) are continuing to work and support businesses affected by the Grenfell disaster. The London Growth Hub is currently developing its face to face business support offer, that will be launched in the Autumn of 2019. Activities will be delivered through a Hub & Spoke model with some planned activity to be delivered in the North Kensington area, to not only support businesses affected by the Grenfell disaster but also help towards the development of growth strategies for the wider business community.

### **Apprenticeships and the London Living Wage**

**Question No: 2019/8875**

[Caroline Russell](#)

Do you agree that all apprentices in London should be paid at least the London Living Wage, as they are when employed by City Hall and the GLA group of organisations?

### **Apprenticeships and the London Living Wage**

[The Mayor](#)

Last updated: 21 May, 2019

I believe that all hard-working Londoners should be fairly rewarded in their pay and all apprentices employed by City Hall, and the GLA group organisations are paid the London Living Wage. While the Living Wage Foundation does not require that accredited Living Wage employers pay apprentices the Living Wage, it is clearly good practice to do so, and

as such I would encourage all employers to follow the example that I have set at the GLA, alongside many excellent businesses, and pay their apprentices at least the London Living Wage.

## Meanwhile use at Earls Court

**Question No: 2019/8876**

[Caroline Russell](#)

Transport for London (TfL) owns some of the land at the Earls Court site, including the area around Lillie Bridge Depot and a part-share in the Earls Court Partnership, which owns the land where Exhibition Centres 1 and 2 once stood. Will you and TfL support meanwhile use for these areas to boost local footfall?

## Meanwhile use at Earls Court

[The Mayor](#)

Last updated: 21 May, 2019

Earls Court Partnership Limited (ECPL) has opened a pop-up high street on Lillie Road. The high street now includes restaurants and shops providing amenity for the local community. While I support meanwhile uses on the site, there is an urgent need for more genuinely affordable housing in London. It is completely unacceptable that the majority of the site remains unoccupied when there is the opportunity to quickly bring forward thousands of homes including high levels of genuinely affordable homes.

## Tackling far-right extremism (2)

**Question No: 2019/8877**

[Siân Berry](#)

What assessment have you made of the level of resources available across the GLA group of organisations to supporting victims of racist and religious hate crime caused by far-right extremism, challenging and working with perpetrators, and developing preventive strategies in local communities? Are you able to provide an approximate budget for this work and say whether you are working to increase it?

## Answer for Tackling far-right extremism (2)

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## Tackling far-right extremism (2)

[The Mayor](#)

Last updated: 03 June, 2019

Providing better support for victims of crime is a priority in my Police and Crime Plan. As a result, I have to date committed over £1 million to directly commissioning specialist hate crime services and awareness raising activities. This is in addition to nearly £4 million of

funding provided to local authorities over 4 years that has been used to deliver programmes that support victims of hate crime and extremism.

I unveiled my Countering Violent Extremism (CVE) programme in December 2017. A City Hall team was put together in April 2018 and the programme team have subsequently completed the most comprehensive city-wide engagement exercise in this policy area ever.

My CVE programme will publish a report this shortly which sets out recommendations for renewed and improved activity to counter all manifestations of extremism including right-wing extremism.

### **Tackling far-right extremism (3)**

**Question No: 2019/8878**

[Siân Berry](#)

What training and work programmes are currently in place to support Metropolitan Police Service officers working in local communities and ward teams to tackle and prevent racist and religious hate crime and far-right extremism?

### **Answer for Tackling far-right extremism (3)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Tackling far-right extremism (3)**

[The Mayor](#)

Last updated: 25 June, 2019

Hate crime training is given to all MPS staff on recruitment and throughout their career.

Organisations such as GALOP, Tell MAMA and CST work closely with the MPS and provide bespoke training to BCU staff. Each BCU is provided with specialist support from the central hate crime and Counter Terrorism Strategic Engagement Teams, providing quality assurance, advice and support to local teams.

The MPS's central hate crime team reviews every hate crime flagged daily and works closely with counter-terrorism (CT) officers to share intelligence of any form of extremism. The CT Strategic Engagement Team (SET) have a dedicated Domestic Extremism (DE) desk that links directly into BCUs, enabling two-way intelligence sharing, and a daily helpline for frontline officers requiring advice. A weekly community tension report is also shared with BCUs providing insight on far-right extremism and community impact assessments.

Partnership working with Nescot FE College has led to the development of NCFE Level 2 Prevent and Safeguarding qualifications (which includes DE content) with over 150 staff completing specialist knowledge across the MPS. The CT Strategic Engagement Team provide targeted training inputs to raise frontline awareness of DE, as well as delivering input at community group presentation days.

**Tackling far-right extremism (4)****Question No: 2019/8879**[Siân Berry](#)

What work is taking place a) in City Hall, b) within MOPAC, and c) within the Metropolitan Police Service to help local communities work together to challenge far-right activity and reduce hate crime?

**Answer for Tackling far-right extremism (4)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Tackling far-right extremism (4)**[The Mayor](#)

Last updated: 03 June, 2019

I unveiled my Countering Violent Extremism (CVE) programme in December 2017. A City Hall team was put together in April 2018 and the programme team have subsequently completed the most comprehensive city-wide engagement exercise in this policy area ever.

My CVE programme will publish a report shortly which sets out recommendations for renewed and improved activity to counter all manifestations of extremism including right-wing extremism.

Counter Terrorism engagement officers, including those working in Prevent and Protective Security, give regular presentations to partners, commercial organisations and communities. These also include information about right-wing extremism.

Through my Office for Policing and Crime, I support the annual National Hate Crime Awareness Week activities, many of which are aimed at helping communities to come together to tackle hatred and extremism. In addition, through the work of the online hate crime hub, a number of community based organisations have been enabled to challenge hateful and extremist online content as trusted reporters across a number of social media platforms.

**Tackling far-right extremism (5)****Question No: 2019/8880**[Siân Berry](#)

What number and proportion of perpetrators arrested by the Metropolitan Police Service in London for racist or religious hate crime have been referred to the Prevent or Channel programmes? Could you provide this data broken down by year for each year from 2014 if it is available?

**Answer for Tackling far-right extremism (5)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Tackling far-right extremism (5)**

[The Mayor](#)

Last updated: 03 June, 2019

The Home Office own all statistical data relating to Prevent and Channel referrals. In addition, The Home Office have also published some Prevent and Channel data in the last few years. This can be found following the link below:

<https://www.gov.uk/government/statistics/individuals-referred-to-and-supported-through-the-prevent-programme-april-2017-to-march-2018>.

### **Information-sharing pilots on extremist individuals**

**Question No: 2019/8881**

[Siân Berry](#)

In a Times article on 29 March 2019, the Metropolitan Police Commissioner and the Director-General of MI5 said: "A broader, multi-agency approach to managing the risk in communities posed by individuals linked to violent extremism can succeed where a more active, intrusive investigation might not. This means sharing intelligence with a wider range of partners than before, such as health and social services departments, to make use of local expertise. Several pilot projects are running with a view to introducing a national scheme." Are these information-sharing pilots happening in London, in which boroughs if so, and what consultation has occurred between the Metropolitan Police Service, community representatives and the Information Commissioner's Office to avoid the discrimination, legal concerns and data protection issues that occurred with the Gangs Matrix?

### **Answer for Information-sharing pilots on extremist individuals**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Information-sharing pilots on extremist individuals**

[The Mayor](#)

Last updated: 25 June, 2019

The 2017 terrorist attacks and numerous subsequent foiled plots have shown the pace at which individuals can now become active terrorists. Subsequent work by the police, MI5 and the Home Office highlighted the need to take a whole of government approach to counter terrorism and the subsequent review of the handling of the terrorist attacks in 2017 led by Lord (David) Anderson, recommended the wider sharing of intelligence.

As such, in November 2017 the National Multi Agency Centre (NMAC) was launched by MI5, Counter-Terrorism Policing and Home Office. The pilot shares information about individuals subject to national security investigation with partners to better understand

individual risks and vulnerabilities and, where appropriate, take mitigating action to help reduce the risk from all forms of violent extremism.

Currently, a small number of boroughs in London are involved in the pilot, and the responsibility for the management, processes and evaluation of these pilots lies with the Home Office and MI5. The London CONTEST board, chaired by the Deputy Mayor for Policing and Crime, is sighted on the pilot's progress.

The learning from the Gangs Matrix has been incorporated into the legal basis of the pilots, in consultation with MPS legal teams.

### **Concern Hubs trial and data protection**

**Question No: 2019/8882**

[Siân Berry](#)

In a WIRED article on 2 April 2019, it was reported that a "new system called the Concern Hub, headed by a central team at Scotland Yard that will liaise the Met and hubs in each of Greater London's 32 boroughs, has already been undergoing an unpublicised trial in the capital." A spokesperson for the Metropolitan Police Service was quoted, describing it as: "a new multi-agency diversion initiative" set to launch in south-east London in April, with a wider rollout across the city in the coming months, and saying that the aim is: "to safeguard young people at significant risk of becoming involved in violence, drugs, or gang activity."

Is this report and quotes accurate? If so, in which boroughs has this new system already been trialled, which boroughs will be involved in the initial rollout, and what consultation has occurred between the Metropolitan Police Service, community representatives and the Information Commissioner's Office to avoid the discrimination, legal concerns and data protection issues that occurred with the Gangs Matrix?

### **Answer for Concern Hubs trial and data protection**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Concern Hubs trial and data protection**

[The Mayor](#)

Last updated: 22 July, 2019

The Concern Hub is a multi-agency diversion initiative, not a replacement for the MPS' Gangs Matrix or the Gangs Matrix in another name. The Met, in collaboration with Lewisham Council, is developing a new multi-agency diversion initiative called The Concern Hub. This pilot aims to safeguard young people at significant risk of becoming involved in violence, drugs, or gang activity. This is not being trialled in any other borough at present.

This model will bring together cohorts of young people involved in serious youth violence. Individuals identified as being at risk will be provided support and pathways away from violence. Unless exceptional circumstances apply, individuals offered support through the

hub will be informed why they have been identified. The MPS has briefed the Information Commissioner's Office on the work of the Concern Hub, and facilitated a visit on 19 February.

## LIFE Programme and youth diversion

### Question No: 2019/8883

[Siân Berry](#)

To date, how many young people have completed the Local Intervention Fire Education (LIFE) programme that is run by the London Fire Brigade? Could you break this down by a) year, and b) the boroughs in which it was provided, and give details of plans for future provision in each area?

## LIFE Programme and youth diversion

[The Mayor](#)

Last updated: 16 May, 2019

Since the Local Intervention Fire Education (LIFE) programme began in 2002, 5,498 young people have completed it. Young people from across all London's boroughs are eligible to take part. The programme is provided at facilities in fire station sites within seven London boroughs, a breakdown is provided in the table below.

The delivery of the LIFE programme is currently being assessed as part of a wider review of LFB youth service provision to explore all options for the future and outcomes of the review are expected later in 2019.

	Lambeth	Barking & Dagenham	Greenwich	Kingston	Tower Hamlets	Haringey	Brent	Total
<b>2009</b>	20	149	101	44	40	30	102	<b>486</b>
<b>2010</b>	71	148	83	32	113	32	114	<b>593</b>
<b>2011</b>	70	95	105	18	101	64	67	<b>520</b>
<b>2012</b>	24	106	116	32	36	45	59	<b>418</b>
<b>2013</b>	97	96	127	29	60	66	90	<b>565</b>
<b>2014</b>	105	47	81	40	35	68	65	<b>441</b>
<b>2015</b>	102	85	165	42	49	60	79	<b>582</b>

## GREATER LONDON AUTHORITY

## LONDON ASSEMBLY

<b>2016</b>	111	70	140	56	88	65	94	<b>624</b>
<b>2017</b>	126	97	152	40	44	78	122	<b>659</b>
<b>2018</b>	135	72	157	38	16	54	138	<b>610</b>
<b>Total</b>	<b>861</b>	<b>965</b>	<b>1227</b>	<b>371</b>	<b>582</b>	<b>562</b>	<b>930</b>	<b>5498</b>

**LIFE Programme and youth diversion**[The Mayor](#)

Last updated: 21 May, 2019

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**GREATER LONDON AUTHORITY****LONDON ASSEMBLY**

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**Stop and search evaluation (2)****Question No: 2019/8884**[Siân Berry](#)

In your answer to my question 2019/4134 you told me about the Youth Voice Survey, which I was aware of, but gave no details of any other methods of formal evaluation. Could you outline what methods are used to evaluate stop and search, for example whether police officers are interviewed or surveyed about the procedures they are following and the kinds of interactions they are having with members of the public during stop and search, and whether samples of body worn video captured during stop and search encounters are used to review and evaluate the positive or negative effects on members of the public who are stopped and searched without result. Will any formal evaluation of this kind be published, and if so when?

**Answer for Stop and search evaluation (2)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Stop and search evaluation (2)**[The Mayor](#)

Last updated: 12 June, 2019

It would be impractical to do more in the way of formal evaluation of the nature you describe, which would require a significant data gathering exercise from police officers and from members of the public post-search. Reviewing the effects of stop and search encounters through body worn video would be challenging as if nothing is found officers cease recording once the stop and search is completed; this doesn't make a review of the effect on the person possible.

My Office for Policing and Crime have been gathering more qualitative data through engagement sessions with young people with a session at the start of May attracting more than 50 young participants. More sessions like this will take place throughout the year in order to better understand the experiences of those most affected by stop and to consider those experiences could be improved.

**Disproportionate use of tasers against BAME children****Question No: 2019/8885**[Siân Berry](#)

The Children's Rights Alliance for England report, The State of Children's Rights in 2018, published in March 2019, reported that tasers were used disproportionately against children from BAME backgrounds, with BAME children accounting for 68 per cent of tasers used against children by the Metropolitan Police Service (MPS), compared with 51 per cent in England. Do you share my concerns about this finding and what actions will you take to address this disproportionate use?

**Answer for Disproportionate use of tasers against BAME children**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Disproportionate use of tasers against BAME children**[The Mayor](#)

Last updated: 12 June, 2019

All use of force must be proportionate, since the introduction of a new reporting system, all use of force data is subject to scrutiny across the Met. This data is published by the Met and by the Home Office. In addition, the Deputy Mayor oversees the data concerning the use of force, holding the Met to account, and in particular examining issues such as disproportionality and use of force against children. It remains the case that when an officer uses force they must individually account for its use, recording the circumstances. The introduction of body worn video has further enhanced the Met's ability to scrutinise instances where force has been used.

**Resources for the Roads and Transport Policing Command (4)****Question No: 2019/8886**[Siân Berry](#)

Thank you for your answer to my question 2019/6105. What is the current 2019-20 and planned 2020-21 budget for the Road and Transport Policing Command (RTPC)? And do you have an estimate of how much of this will be spent each year on roads policing while officers are diverted to the Violent Crime Taskforce?

**Answer for Resources for the Roads and Transport Policing Command (4)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Resources for the Roads and Transport Policing Command (4)**[The Mayor](#)

Last updated: 12 June, 2019

The current budget for the Roads and Transport Policing Command for 2019-20 is £139.6 million of which £93.9 million will be funded by Transport for London and £45.7 million (excluding corporate support costs) will be funded by the MPS.

The planned budget for 2020-21 is £141.4 million of which the MPS hold a legacy budgetary figure for the Transport for London funding of £95.7 million and £45.7 million (excluding corporate support costs) will be funded by the MPS. These figures will be revisited to ensure they remain accurate as part of the 2020-21 budget building process.

The Roads and Transport Policing Command currently provides approximately 111 officers to the Violent Crime Task Force and therefore £133.3 million of the Commands budget for 2019-20 will be available for Roads Policing.

## **Live facial recognition technology strategy (2)**

**Question No: 2019/8887**

[Siân Berry](#)

In answer to my question 2019/6098 you told me: "The Metropolitan Police is developing its strategic approach to live facial recognition (LFR) technology." Is the Metropolitan Police Service already looking at operational use scenarios, beyond the trial stage? Could you provide details of any modelled scenarios?

### **Answer for Live facial recognition technology strategy (2)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Live facial recognition technology strategy (2)**

[The Mayor](#)

Last updated: 03 June, 2019

The Metropolitan Police Service (MPS) has now finished its trials of Live Facial Recognition (LFR). The independent evaluation will guide the MPS on the next steps for the use of this technology.

No operational planning has taken place regarding the use of LFR outside of the MPS trial period.

## **Live facial recognition technology trial in Romford (3)**

**Question No: 2019/8888**

[Siân Berry](#)

In answer to my question 2019/6099 you told me: "The Met Police assure me that people objecting to the use of this technology have not been treated as suspects." However, according to witness accounts, as reported by the Independent on 31 January 2019, several people were stopped for covering their faces, contrary to the Metropolitan Police Service

(MPS) public guidance: "Anyone can refuse to be scanned; it's not an offence or considered 'obstruction' to actively avoid being scanned." Do you share my concern that MPS guidelines appear to have been breached?

### **Live facial recognition technology trial in Romford (3)**

[The Mayor](#)

Last updated: 21 May, 2019

The Metropolitan Police Service (MPS) assure me that its guidelines have not been breached. Officers are briefed that avoiding the technology on its own is not reason to stop someone – The MPS make it clear that it is not compulsory to be viewed by the cameras. However, police officers have discretion to engage with members of the public on any deployment

### **Borough knife crime action plans**

**Question No: 2019/8889**

[Siân Berry](#)

Will you publish all the knife crime action plans produced in the past year by London boroughs?

### **Borough knife crime action plans**

[The Mayor](#)

Last updated: 21 May, 2019

MOPAC has worked closely with London Councils and the Met to develop a consistent format for Knife Crime and Serious Violence Plans across London.

The content of these plans has been for each of London's 32 Community Safety Partnerships (CSP) to determine, based around the six strands of the Knife Crime Strategy:

- Targeting lawbreakers
- Keeping deadly weapons off our streets
- Protecting and educating young people
- Standing with communities, neighbourhoods and families against knife crime
- Supporting victims of knife crime
- Offering a way out of crime

Whilst MOPAC, London Councils and the Met have actively supported the sharing of good practice across London, something that the Violence Reduction Unit is now continuing; the ownership of the plans and any details of publication, remain with each of the CSP's.

**Reporting of accessible housing in the London Development Database****Question No: 2019/8890**[Siân Berry](#)

Accessible housing is only reported overall for each development and not for each individual home in the London Development Database, making it hard to analyse, for example, the number of accessible family homes being built. Will you ensure that more detailed analysis is possible in any new London Development Database data structure and reporting tools?

**Reporting of accessible housing in the London Development Database**[The Mayor](#)

Last updated: 21 May, 2019

The new London Development Database system will be based around the planning information data standard, the draft of which includes monitoring of the optional building regulations accessible housing standards M4(2) Accessible and adaptable dwellings and M4(3) Wheelchair user dwellings (wheelchair accessible and wheelchair adaptable) at unit level, making it possible to analyse the provision of accessible housing by, for example, type or size of home. I will be working with the Government, London's planning authorities and software suppliers to ensure that this forms part of the final data standard.

**Information on estate regeneration projects on the GLA website****Question No: 2019/8891**[Siân Berry](#)

Information about positive ballots and GLA-approved exemptions was last added to the GLA website in December 2018. How often is new information added to these web pages?

**Information on estate regeneration projects on the GLA website**[The Mayor](#)

Last updated: 21 May, 2019

Published information about positive ballots and approved exemptions was last updated on the estate regeneration data web page in April 2019. The GLA will update the publications on this web page once per quarter.

**Housing initiatives to support the rehabilitation of offenders****Question No: 2019/8892**[Siân Berry](#)

What specific housing initiatives do you have to support the rehabilitation of ex-offenders?

**Housing initiatives to support the rehabilitation of offenders**[The Mayor](#)

Last updated: 21 May, 2019

The Homelessness Reduction Act places an obligation on prison and probation services to refer ex-offenders to councils if they are at risk of homelessness. As outlined in my London Housing Strategy and Rough Sleeping Plan of Action, we are pressing Government to provide adequate funding to help councils address the issue and provide accommodation for ex-offenders. In addition, many of the rough sleeping services that I commission will help ex-offenders.

### **Hackney Community Law Centre cuts**

**Question No: 2019/8893**

[Siân Berry](#)

In answer to question 2018/1172 regarding cuts to legal aid and advice organisations you said: "To assist them my team are hosting data surgeries to share skills on recording and measuring impact - a key part of applying for and retaining funding." Can you offer any advice or assistance to the Hackney Community Law Centre which is facing potential closure following cuts to its funding from Hackney Council, in which its grant was cut from £203,000 to £115,000 without suitable consultation? Do you share my concern about both the process of making these cuts and their potential impact on vulnerable Londoners?

### **Hackney Community Law Centre cuts**

[The Mayor](#)

Last updated: 21 May, 2019

Advice centres, law centres and pro-bono units provide an invaluable service to vulnerable Londoners.

I was reminded of the impact of these services when I joined immigration lawyers offering free advice on the #LondonIsOpen Bus. They provided crucial guidance to EU Londoners whose rights have been overlooked during the Brexit process. I have recently allocated new funding to further explore improving access to legal advice for Londoners with insecure migration status. This is just one of many issues covered by organisations like Hackney Community Law Centre, helping Londoners who need critical legal advice and support.

As the Government's austerity policies continue to reduce available resources, it is crucial that services can secure the limited funding that remains – the data surgeries you refer to are supporting them to do that. My officers have also met with civil society groups to understand how we can make our own funding opportunities more accessible. Hackney Community Law Centre can contact my community engagement team to discuss how this project might support them.

### **Hostmaker advertisements on the Transport for London network**

**Question No: 2019/8894**

[Siân Berry](#)

On 1 April 2019, in response to my question 2019/6107, you stated that Hostmaker, one of the larger management companies for short-term rentals, was not running any

advertising on the Transport for London (TfL) network. However, constituents have provided evidence of recent new Hostmaker ads at London Underground stations, starting very soon after this date and remaining in place at least until 24 April 2019, which now actively encourage landlords to stop offering long-term rentals and move to their service. Will you a) reconsider your previous response, b) ask TfL to remove any remaining adverts with this message that runs contrary to your policies, and c) refuse to continue to accept any further advertisements from these companies?

### **Answer for Hostmaker advertisements on the Transport for London network**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Hostmaker advertisements on the Transport for London network**

[The Mayor](#)

Last updated: 05 June, 2019

On 1 April, Hostmaker was not running any campaigns on the Transport for London (TfL) network. After I issued the response, Hostmaker booked two campaigns on the London Underground beginning on 22 April, lasting until 05 May and then 20 May until 6 June.

All campaigns that run on the TfL network are judged against the current TfL advertising policy, and these campaigns were deemed to comply with this policy. However, I have asked my Deputy Mayor of Housing and Residential Development, James Murray, to follow up with TfL about this issue.

## **Section 21**

### **Question No: 2019/8895**

[Siân Berry](#)

I hope that you will be welcoming news that the Government is proposing to end no-fault section 21 evictions and responding to the consultation to urge that this is brought in as soon as possible. Further to my London Assembly motion on 5 July 2018, will you also join me in calling on Government to immediately suspend section 21 to prevent pre-emptive notices being served by landlords during the consultation and implementation period?

Link to motion: <https://www.london.gov.uk/press-releases/assembly/stop-landlords-evicting-tenants-without-reason>

## **Section 21**

[The Mayor](#)

Last updated: 21 May, 2019

I am pleased the Government has finally responded to the coalition of voices, including mine and yours, who have been calling for reforms to security of tenure for private renters for many years. My officers will continue to engage with Government officials about the detail of the proposals and their implementation, including urging them to consider

transition arrangements to support vulnerable tenants and prevent the kind of impacts you refer to ahead of its introduction.

## **White Hart Lane Underground Station**

**Question No: 2019/8898**

[David Kurten](#)

To ask the Mayor if White Hart Lane Underground Station is being re-named to Tottenham Hotspur? And how much that football club are paying for the privilege?

## **Answer for White Hart Lane Underground Station**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **White Hart Lane Underground Station**

[The Mayor](#)

Last updated: 29 May, 2019

TfL has been in discussion with Tottenham Hotspur Football Club about a potential ten-year commercial partnership. The partnership, if agreed, would generate income for TfL, reduce TfL's costs and help promote TfL's messaging. Any agreement to rename the station would be subject to continued support from Haringey Council and engagement with the local community.

## **Extinction Rebellion (1)**

**Question No: 2019/8899**

[Peter Whittle](#)

You encouraged the Extinction Rebellion protests in the week before Easter, with arrested demonstrators claiming that their actions were effectively endorsed by you Tweeting: 'We're facing a climate emergency. I fully support the right of protesters to protest on this vital issue and urge organisers to work with police to ensure their demonstrations are peaceful and lawful and that disruption is kept to a minimum.' However, the UK contributes a tiny fraction of global carbon emissions, just 1% and falling. By contrast, China produces 29% of the world's CO2 emissions. How much responsibility you are going to shoulder for these demonstrations, which effectively held the West End to ransom for a week, disrupted the lives of thousands of Londoners and cost businesses millions of pounds in lost earnings?

## **Extinction Rebellion (1)**

[The Mayor](#)

Last updated: 21 May, 2019

I support the democratic right to peaceful and lawful protest, but the recent protests, some of which were unlawful, placed an enormous burden on our already overstretched and



under resourced police. However, I share the protesters' passion about tackling climate change and I absolutely agree that we need to do much more as a country, and fast.

Although the UK currently contributes just 1 per cent of global greenhouse gas emissions, CO2 emissions are long lived. As the UK was one of the first industrialised countries, it has made a large historical contribution to these long-lived emissions, which it now has an ongoing responsibility to reduce. In addition, the UK has an opportunity to take a leadership role in demonstrating to other countries on how to tackle climate change. I have already adopted a target for London to be zero-carbon by 2050 and introduced the world's first Ultra Low Emission Zone (ULEZ).

## **Extinction Rebellion (2)**

**Question No: 2019/8900**

[Peter Whittle](#)

In the week before Easter, hundreds of protestors from Extinction Rebellion disrupted the daily lives of many thousands of Londoners. I note that the full force of the law was not applied, with these self-righteous attention seekers returning to continue their protests. Film of Police officers dancing and skateboarding in the streets with protestors will do nothing to improve the image of the Metropolitan Police with the general public, given that they are supposed to be impartial upholders of the law, rather than what many would see as virtue signallers in uniform. Why was the initial police response to these protests and the inconvenience they caused to Londoners so feeble?

## **Extinction Rebellion (2)**

[The Mayor](#)

Last updated: 21 May, 2019

On the basis that "The Extinction Rebellion Protest" was a non-violent and peaceful protest, it was dealt with proportionately in line with the legislative framework available to the police.

Highway obstruction is an offence. However, when policing protest activity, we have an obligation to balance our policing response with those fundamental rights that exist under Articles 10 and 11 of the Human Rights Act 1998 (Freedom of Expression / Freedom of Assembly and Association). There is an expectation that individuals should be permitted to exercise these rights by way of peaceful protest. Police can intervene if there is a likelihood of serious public disorder, serious damage to property or serious disruption to the life of the community, resulting from protest activity.

During the protest and once the threshold for serious disruption was met, Section 14 Public Order Act 1986 conditions were imposed at each location occupied by protestors. This legislation directed protestors to an alternative location where they were permitted to continue their static protest. Unfortunately, the imposition of conditions were unsuccessful as a deterrent because protestors actively sought arrest as a means of furthering their cause. More than 1100 people were arrested during this protest which further demonstrates the extent to which this event was policed appropriately.

The conduct of the officers described above was inappropriate and has since been dealt with by local managers.

### **Extinction Rebellion (3)**

**Question No: 2019/8901**

[Peter Whittle](#)

To ask the Mayor how much businesses in the West End lost in takings because of the Extinction Rebellion protests in the run-up to Easter?

### **Extinction Rebellion (3)**

[The Mayor](#)

Last updated: 21 May, 2019

There is no comprehensive and publicly accessible data available to the GLA at this time that would allow an accurate calculation of the loss in takings, and costs of transient and localised business disruption caused by the protests, although various reports during the period of the protests quoted various daily figures.

### **Extinction Rebellion (4)**

**Question No: 2019/8902**

[Peter Whittle](#)

To ask the Mayor if he can foresee any circumstances under which water cannon would be deployed against protestors in London.

### **Answer for Extinction Rebellion (4)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Extinction Rebellion (4)**

[The Mayor](#)

Last updated: 12 June, 2019

I maintain the view that water cannons should not be used in civil disorder situations. They have no place in London.

This was reinforced by the Home Secretary, and now Prime Minister, who made the decision that these could not be used in London.

The water cannon should never have been purchased, were a waste of money and I am glad that I have been able to direct the money from their sale towards vital frontline youth and community services.

**Extinction Rebellion (5)****Question No: 2019/8903**[Peter Whittle](#)

To ask the Mayor is it true that protesters at the Extinction Rebellion protests before Easter were provided with prepared witness statements, designed to convince the courts that their actions were a “reasonable and proportionate response”? These documents advised protesters to tell officers that they have the support of the Mayor of London, who has declared a “climate emergency” in London.

**Answer for Extinction Rebellion (5)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Extinction Rebellion (5)**[The Mayor](#)

Last updated: 12 June, 2019

I support the right to peaceful and lawful protest, but the recent protests, some of which were unlawful, placed an enormous burden on our already overstretched and under resourced police. They also had a big impact on some of London’s communities and businesses. I said this publicly at the time.

I cannot comment on documents made available to protestors as neither I nor my team were involved in the organisation or facilitation of Extinction Rebellion protests. However, I was one of the first political leaders to declare a climate emergency in London. It is an inescapable truth that we simply cannot continue to damage the environment the way we have been. We need an urgent step change in the way we think and act in order to tackle climate change. The Government must use this as an opportunity to set out what action it will take, together with a clear and urgent timeframe.

**Central Line****Question No: 2019/8904**[David Kurten](#)

When will TfL install cameras on the Central Line to cut down the number of alleged sexual assaults?

**Central Line**[The Mayor](#)

Last updated: 21 May, 2019

I want to assure you that Transport for London (TfL) and the police are doing everything they can to keep customers safe on the transport network. The Central line is a priority for the British Transport Police (BTP), with regular plain clothes and uniformed officer patrols - and specialist operations - taking place to target the areas with the highest volume of

reports. There are around 3,000 police and police community support officers dedicated to policing the transport network, working to keep Londoners safe.

TfL is taking action to introduce CCTV on the Central line as soon as possible as part of a major improvement programme to make trains more reliable and accessible. As part of this program, on train CCTV will be fitted starting from 2020, and will be on all trains by 2023.

On train CCTV is one of many tools that the police have to investigate sexual offences. These include station CCTV (there are 12,000 cameras across the Tube network), Oyster card data and witness statements.

## **Taxis and Mental Health (1)**

**Question No: 2019/8905**

[David Kurten](#)

What are you going to do to increase support for taxi drivers suffering from mental health issues?

### **Answer for Taxis and Mental Health (1)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Taxis and Mental Health (1)**

[The Mayor](#)

Last updated: 03 June, 2019

Transport for London (TfL) takes the mental health and overall wellbeing of taxi and private hire licensees very seriously.

TfL is clear that for their own wellbeing, it is vital that anyone who feels that they are struggling with a mental health issue should seek professional help and support.

Professional help should be provided by the appropriate medical services but TfL is nonetheless committed to supporting the taxi and private hire trades in identifying the available help and support resources.

TfL is developing online resources for drivers, which will include the details of organisations to contact if they need advice, guidance or help. As part of this work TfL is in contact with a range of organisations that have specialist knowledge in the fields of mental health and wellbeing.

TfL is planning to hold a forum to bring all of this knowledge together, alongside senior representatives from the taxi and private hire industry, to explore and then promote the help that is available to individual drivers.

Awareness of mental health issues is also being raised through a continuing series of wellbeing articles in TfL's "On Route" magazine and in a weekly email that is sent to 150,000 licensees.

## **Taxis and Mental Health (2)**

**Question No: 2019/8906**

[David Kurten](#)

Taxi drivers are in fear of having their licence revoked or suspended if they receive medication they may desperately need from their GP. What assurances can you give to taxi drivers that their licences will not be revoked if they report to TfL that they are receiving counselling or taking medicine for a mental health condition?

### **Answer for Taxis and Mental Health (2)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **Taxis and Mental Health (2)**

[The Mayor](#)

Last updated: 03 June, 2019

Transport for London follows the DVLA's Group 2 medical guidelines when notified of a medical condition, or a change in a driver's medical circumstances. This guidance takes into consideration a licensed driver's ability to work.

Taking prescribed medication is not a bar to licensing; all instances of illness, mental or otherwise, are assessed on a case by case basis in line with the DVLA's Group 2 medical guidelines.

No driver should ignore an illness for fear of losing their licence. It is important that drivers seek and receive the help they need for their own wellbeing, as well as for the safety of the public.

Please also see my response to Mayor's Question 2019/8905.

## **Taxis and Mental Health (3)**

**Question No: 2019/8907**

[David Kurten](#)

How many Licenced Taxi Drivers had their licence suspended or revoked for depression, anxiety or any other mental health condition over the following years: 2014, 2015, 2016, 2017, 2018, 2019 so far?

### **Answer for Taxis and Mental Health (3)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Taxis and Mental Health (3)**

[The Mayor](#)

Last updated: 03 June, 2019

Transport for London's (TfL's) records show that there are over 500 drivers who failed to meet DVLA group 2 medical standards in the timeframe you have requested. This covers a wide variety of medical disorders, including poor mental health.

Providing further detail would require TfL to manually check the individual files for all of these drivers to identify and extract the information requested. Unfortunately, this would require substantial time and resource, which TfL tell me they are unable to commit currently.

### **Intersectional Pay Gaps in the Metropolitan Police**

**Question No: 2019/8908**

[David Kurten](#)

In your answer to question MQ 2019/0236, you made reference to previously published data on the pay differential between men and women, and white people and BAME people, but you did not fully answer the question by presenting data on the eight different intersectional groups of white men, black men, Asian men, men of other ethnic minorities, white women, black women, Asian women and women of other ethnic minorities. What is the average pay for these eight different groups in the Metropolitan Police? If this data is not currently available, will you be publishing such data in the future?

### **Answer for Intersectional Pay Gaps in the Metropolitan Police**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Intersectional Pay Gaps in the Metropolitan Police**

[The Mayor](#)

Last updated: 03 June, 2019

The Metropolitan Police Service (MPS) published reports that contain extensive analysis of gender and ethnicity incorporating a wide variety of factors. There are no plans to publish these existing reports in a different format.

### **Freedom of Speech for Christians in London (1)**

**Question No: 2019/8909**

[David Kurten](#)

In answer to my live question to you on 21 March you were not able to give a definitive answer about what guidance is available to police in how they treat street preachers in

London, after the arrest and de-arrest of Pastor Oluwole Olusamni. What guidance do police officers receive, and how will you ensure that there is no re-occurrence of the manner in which Pastor Olu was treated?

### **Answer for Freedom of Speech for Christians in London (1)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Freedom of Speech for Christians in London (1)**

[The Mayor](#)

Last updated: 22 July, 2019

In response to your oral Mayor's Question regarding the arrest of Christian street preacher Oluwole Olesanmi and freedom of speech, police officers take freedom of speech incredibly seriously and understand that this right must be protected at all times. Christian street preachers, like other preachers have the right to freedom of speech, however if their speech or behaviour are believed to hurt or intimidate others then police officers must investigate allegations of this nature.

Police officers receive guidance on the powers that are available to them if there is likely to be a breach of the peace, taught to consider a variety of legislation for any decision that is made and act responsibly with regards to street preachers. The Metropolitan Police Service will consider the learning that arises from this case.

### **Freedom of Speech for Christians in London (2)**

**Question No: 2019/8910**

[David Kurten](#)

In answer to my live question to you on 21 March, you were not able to give a definitive answer about whether Christian street preachers were allowed to read from any part of the Bible on the streets of London without fear of arrest. I subsequently wrote a letter to you asking the same question, but have so far received no reply. When are you going to respond to my letter and give a definitive answer, so that Christian street preachers know where they stand in relation to the enforcement activities of the Metropolitan Police under your control?

### **Answer for Freedom of Speech for Christians in London (2)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Freedom of Speech for Christians in London (2)**

[The Mayor](#)

Last updated: 12 June, 2019

I have sent you a letter on 7 March in response to your oral Mayor's Question regarding Christian street preachers. In response to your question, Christian street preachers, like other preachers have the right to freedom of speech. However, the police will intervene if they encounter threatening and abusive language or behaviour and if an offence is flagged as motivated by prejudice. London remains open for all to express their views and all religious preachers are free to exercise their fundamental right to freedom of speech.

## **Taxi and Private Hire Trade**

**Question No: 2019/8912**

[David Kurten](#)

Does TfL consider a taxi operator to be a fit and proper stakeholder if they are not compliant with the 2006 Companies Act?

## **Answer for Taxi and Private Hire Trade**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **Taxi and Private Hire Trade**

[The Mayor](#)

Last updated: 25 June, 2019

Apps that offer taxi services are currently outside of Transport for London's (TfL) regulatory remit. This is recognised in both the Department for Transport-commissioned Task and Finish Group report on taxi and private hire licensing and the Government's response to this report.

That being said, it is important that TfL engages with a wide variety of stakeholders from across the taxi and private hire industries. For example, TfL has met with several taxi app operators as part of the annual taxi fares review. It also engages with them on other matters relevant to their operations.

It is TfL's duty, as the regulatory and licensing authority, to provide opportunities for parties interested in taxi affairs to participate in public consultations or discussions. Not listening to and considering the points raised would be a dereliction of its duty.

TfL also meets with a wide range of other stakeholders on a host of different issues. This includes safety groups, a variety of businesses and vehicle manufacturers to name a few.

However, if you, or one of your constituents, have specific concerns with an individual company I would urge that these are communicated to TfL.



**World culture forum (1)****Question No: 2019/8913**[Andrew Boff](#)

What has been the total cost to the GLA of the World Cities Culture Forum for the past 5 years broken down by year?

**World culture forum (1)**[The Mayor](#)

Last updated: 12 June, 2019

The World Cities Culture Forum is the leading global network bringing together influential city leaders to share learning, collaborate and partner on cultural initiatives that drive social and economic impact in urban development. Since it was established in London in 2012, it has grown from 9 to 38 cities.

London convenes the Forum and it is chaired by my Deputy Mayor for Culture and Creative Industries, Justine Simons OBE. Its members – senior leaders from city governments – are influential officials, advocating for culture as a vital part of urban policy which is proven to build a city's quality of life, reputation and economic prosperity.

The total cost to the GLA of the World Cities Culture Forum for the past 5 years is below:

<b>Financial Year</b>	<b>Total Gross Expenditure</b>	<b>Total Net Cost to GLA</b>
<b>2014/15</b>	£35,480	£5,480
<b>2015/16*</b>	£169,440	£19,440
<b>2016/17</b>	£31,772	£31,772
<b>2017/18</b>	£46,149	£46,149
<b>2018/19*</b>	£132,397	£38,652
<b>Total</b>	<b>£415,238</b>	<b>£141,493</b>

\*In 2015/16 London hosted the World Cities Culture Summit and in 2018/19 the Forum ran a Leadership Exchange Programme. Both these additional projects were funded by other income including sponsorship.

**Answer for World culture forum (1)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**World culture forum (2)****Question No: 2019/8914**[Andrew Boff](#)

What was the total cost to the GLA of the World Cities Culture Forum in 2016?

**World culture forum (2)**[The Mayor](#)

Last updated: 21 May, 2019

The World Cities Culture Forum is the leading global network bringing together influential city leaders to share learning, collaborate and partner on cultural initiatives that drive social and economic impact in urban development. Since it was established in London in 2012, it has grown from 9 to 38 cities.

London convenes the Forum and it is chaired by my Deputy Mayor for Culture and Creative Industries, Justine Simons OBE. Its members – senior leaders from city governments – are influential officials, advocating for culture as a vital part of urban policy which is proven to build a city's quality of life, reputation and economic prosperity.

The total cost to the GLA of the World Cities Culture Forum in 2016/17 was £31,772.

**World culture forum (3)****Question No: 2019/8915**[Andrew Boff](#)

How many GLA employees attended the World Cities Culture Forum in 2016?

**World culture forum (3)**[The Mayor](#)

Last updated: 21 May, 2019

Three GLA employees attended the World Cities Culture Summit in 2016 including Justine Simons OBE, Deputy Mayor for Culture and Creative Industries and Chair of the World Cities Culture Forum.

**World culture forum (4)****Question No: 2019/8916**[Andrew Boff](#)

Please provide me with a detailed breakdown of costs of the World Cities Culture Forum in 2016?

**World culture forum (4)**[The Mayor](#)

Last updated: 12 June, 2019

The World Cities Culture Forum is the leading global network bringing together influential city leaders to share learning and collaborate and partner on cultural initiatives that drive social and economic impact in urban development. Since it was established in London in 2012, it has grown from 9 to 38 cities.

The World Cities Culture Forum is run as a network with cities paying annual membership fees.

For 2016/17, the breakdown of GLA costs of the World Cities Culture Forum was:

External consultant fee	£14,000
Research into access and participation	£6,000
Grant for community engagement case studies	£10,000
Travel, hotel, and catering	£1,772
<b>2016-17 Total</b>	<b>£31,772</b>

#### **Answer for World culture forum (4)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

#### **Gifts and hospitality**

**Question No: 2019/8917**

[Andrew Boff](#)

Please provide me with an itemised breakdown of the value of gifts and hospitality received by Justine Simons in 2016-2017?

#### **Gifts and hospitality**

[The Mayor](#)

Last updated: 21 May, 2019

A full list of Justine Simons' Gifts and Hospitality for 2016-2017 is attached.

#### **Team London and Community Sport (1)**

**Question No: 2019/8918**

[Andrew Boff](#)

MD2426 outlines that the GLA Team London & Sport Unit's budget for 2019/20 is £9,541,00. Please provide me a detailed breakdown of how this will be spent?

#### **Team London and Community Sport (1)**

[The Mayor](#)

Last updated: 21 May, 2019

The Team London and Sports Unit budget covers Team London, Community Sport and Major Events Sport. Of the £9,541,000 budget referred to within MD2426:

- £1,441,000 is allocated for Team London. Programmes include HeadStart Action which uses social action and employer encounters to engage and inspire young people, Team London Ambassadors who welcome tourists at destinations around the city and support at major events, Team London Young Ambassadors, our schools based Social Action programme and the Skill-UP programme, which matches skilled

business volunteers with staff from small charities to help them develop their skills. Please refer to MD1612 (Volunteering as a Route to Work), MD2111, MD2171 (Young London Inspired), MD2188 (Visitor Welcome), MD2265 (Young Londoners Fund) for further details.

- £2,216,000 is allocated for Community Sport. Programmes including Sport Unites, the Mayor's flagship community sports programme, and Young Londoners Fund projects that give young Londoners an opportunity to get involved in sport. Please refer to MD2244 (Sport Unites) MD2265 (Young Londoners Fund) and MD2353 (Major Sports Events Community Engagement Fund) for further details.
- £5,884,000 is allocated for Major Events Sport, which supports major sport activity in London including events and projects.

## **Team London and Community Sport (2)**

**Question No: 2019/8919**

[Andrew Boff](#)

Please provide me with the budget for the Team London and Community Sport programme over the past 5 years, broken down by year?

## **Team London and Community Sport (2)**

[The Mayor](#)

Last updated: 21 May, 2019

The Team London and Community Sport budget over the past 5 years, broken down by years is as follows:

- 2014/15: £4,818,000
- 2015/16: £3,679,000
- 2016/17: £2,412,000
- 2017/18: £2,329,000
- 2018/19: £3,804,000

Note that these figures do not include Major Events Sport budgets.

## **Rotherhithe Crossing (1)**

**Question No: 2019/8920**

[Andrew Boff](#)

What is the total amount of money that has been spent on the Rotherhithe Crossing project to date?

## **Rotherhithe Crossing (1)**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my answer to Mayor's Question 2019/8921.

### **Rotherhithe Crossing (2)**

**Question No: 2019/8921**

[Andrew Boff](#)

Please provide me with an itemised breakdown of how the total amount of money spent on the Rotherhithe Crossing project was spent?

### **Rotherhithe Crossing (2)**

[The Mayor](#)

Last updated: 21 May, 2019

The provision of a new crossing on the Thames in this part of London is highly complex and requires significant work to determine the different options, costs and benefits. This includes extensive engagement with stakeholders to robustly determine design, construction and operational requirements.

The itemised breakdown of how money was spent developing the crossing to date is as follows.

<b>Item</b>	<b>Cost (£m)</b>
Preliminary analysis	0.3
Feasibility	3.7
Concept Design	8.3
<b>Total</b>	<b>12.3</b>

### **Rotherhithe Crossing (3)**

**Question No: 2019/8922**

[Andrew Boff](#)

Please provide me with all cost-benefit analysis undertaken by the GLA or TFL into the Rotherhithe Crossing?

### **Rotherhithe Crossing (3)**

[The Mayor](#)

Last updated: 21 May, 2019

Initial cost-benefit analysis for the different crossing options was published as part of the information shared at the previous consultation that concluded last year (see <https://consultations.tfl.gov.uk/rivercrossings/rotherhithe-canarywharf/>). Further analysis work is underway and I would be happy to share this with you once it has been completed. This would also be published as part of a future consultation on the scheme.

**Rotherhithe Crossing (4)****Question No: 2019/8923**[Andrew Boff](#)

What is the total amount of money that has been set aside for the Rotherhithe Crossing?

**Answer for Rotherhithe Crossing (4)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Rotherhithe Crossing (4)**[The Mayor](#)

Last updated: 03 June, 2019

The Rotherhithe to Canary Wharf Crossing was allocated £332.98m from 2019/20 to 2023/24 as part of the Healthy Streets portfolio budget within the Transport for London Business Plan. The final cost will be determined once design work has been completed.

**Young Londoners Fund (1)****Question No: 2019/8924**[Andrew Boff](#)

What is the total amount of money set aside for the Young Londoners Fund?

**Young Londoners Fund (1)**[The Mayor](#)

Last updated: 21 May, 2019

The GLA's budget for the Young Londoners Fund is £45,850,000.

£45 million was allocated through MD2265 in March 2018. An additional £850k has been transferred from the Youth Innovation Fund to the Young Londoners Fund (MD2265 and MD2361).

City Bridge Trust (CBT) have also allocated £1 million to fund a range of activities to provide additional support to organisations funded through the Young Londoners Fund. From this £300k has been directly granted to the GLA to part fund the Young Londoners Fund Local Networks.

**Young Londoners Fund (2)****Question No: 2019/8925**[Andrew Boff](#)

What is the total amount of money that has been spent by the Young Londoners Fund and how much is remaining?

**Young Londoners Fund (2)**[The Mayor](#)

Last updated: 21 May, 2019

Grant and contractual commitments of over £20.5 million have already been made for projects that will deliver over the time period to December 2021. Based on the most recent financial accounts, £7.8 million of the Young Londoners Fund was spent in 2018-19, the programme's first year of delivery.

Round two of the Young Londoners Fund opened on 15 May 2019 as planned and will allocate a further £15 million to community-based projects. These projects will deliver over the time period from October 2019 to December 2022.

Applications are also open (or due to open over the summer) for other Young Londoners Fund activity including: the Summer Sports Activity Fund; Sport Unites Impact Partnerships; Headstart Action; and services to support Young Victim of Violence in A&E.

**Dementia friendly London and the London Plan (1)****Question No: 2019/8926**[Andrew Boff](#)

How is your ambition for London to become a dementia-friendly capital city demonstrated, and reflected, in the London Plan?

**Dementia friendly London and the London Plan (1)**[The Mayor](#)

Last updated: 21 May, 2019

The draft London Plan recognises that the total number of older people with dementia in London is forecast to rise from 73,825 in 2017 to 96,939 in 2029, an increase of 31 per cent. The draft Plan seeks to deliver Good Growth – growth that is economically and socially inclusive and environmentally sustainable – and, in line with the Alzheimer's Societies' Dementia Friendly Community principles and Dementia Friendly London aims, contains policy requirements for the highest standards of accessible and inclusive design to be met. These requirements apply to areas of public realm, places and spaces between buildings and in the creation of inclusive neighbourhoods. Specifically, requirements exist in the draft Plan for the creation of places and spaces that people can move around with ease, creating a welcoming environment that everyone can use confidently, independently and with choice and dignity. The importance of links to the wider neighbourhood, including networks of legible, logical, safe and navigable pedestrian routes is also highlighted. These London Plan requirements will therefore play a vital role in the creation of a Dementia Friendly London.

**Dementia friendly London and the London Plan (2)****Question No: 2019/8927**[Andrew Boff](#)

How will the London Plan ensure house builders and housing providers incorporate dementia-friendly design principles in the properties over which you have some control?

**Dementia friendly London and the London Plan (2)**[The Mayor](#)

Last updated: 21 May, 2019

The draft London Plan requires accessible housing standards to be met in both mainstream and specialist older persons housing developments; applying the Government-prescribed accessible housing standards, resulting in at least 10 per cent of new build dwellings being 'wheelchair user dwellings' and the rest being 'accessible and adaptable dwellings'. Both of these standards incorporate Dementia Friendly Design features from the outset, and in addition incorporate features to allow further adaptations to be undertaken easily, cheaply and quickly as people's requirements change as the condition progresses.

**Dementia friendly London and the London Plan (3)****Question No: 2019/8928**[Andrew Boff](#)

How will the London Plan ensure London's housing stock is adapted to make it accessible for people affected by dementia, including different levels of support as the condition progresses?

**Dementia friendly London and the London Plan (3)**[The Mayor](#)

Last updated: 21 May, 2019

The London Plan requires accessible housing standards to be met in both mainstream and specialist older persons housing developments; applying the Government prescribed accessible housing standards, resulting in at least 10 per cent of new build dwellings being 'wheelchair user dwellings' and the rest being 'accessible and adaptable dwellings'. Both of these standards incorporate Dementia Friendly Design features from the outset, and in addition incorporate features to allow further adaptations to be undertaken easily, cheaply and quickly as people's requirements change as the condition progresses.

The Mayor's Care and Support Specialised Housing programme provides capital funding to registered providers to remodel existing or build new specialist homes for older and disabled Londoners. This can include independent living for those living with dementia and specialised dementia developments.



**Dementia friendly London and the London Plan (4)****Question No: 2019/8929**[Andrew Boff](#)

How will the London Plan ensure Transport for London uses its licensing powers to ensure bus companies' fleet and staff are accessible to, and supportive of, people living with dementia?

**Dementia friendly London and the London Plan (4)**[The Mayor](#)

Last updated: 21 May, 2019

The draft London Plan applies to development and does not apply to licensing of bus companies. However, the Mayor's Transport Strategy (MTS) addresses the issues of improving the accessibility and inclusivity of public transport and staff training of bus drivers. The Accessibly Implementation Plan shown in figure 20 of the MTS sets out the measures that will be taken to improve the accessibility of buses, as well as other forms of transport.

**Dementia friendly London and the London Plan (5)****Question No: 2019/8930**[Andrew Boff](#)

How will the London Plan ensure dementia friendly design principles are incorporated into Transport for London infrastructure projects?

**Dementia friendly London and the London Plan (5)**[The Mayor](#)

Last updated: 21 May, 2019

The draft London Plan seeks to deliver Good Growth – growth that is economically and socially inclusive and environmentally sustainable – and, in line with the Alzheimer's Societies' Dementia Friendly Community principles and Dementia Friendly London aims, contains policy requirements for the highest standards of accessible and inclusive design to be met. These requirements apply to all development proposals, including TfL infrastructure projects, which should in turn contribute to the creation of inclusive neighbourhoods, creating networks of legible, logical, safe and navigable pedestrian routes and spaces that people can move around with ease, creating a welcoming environment that everyone can use confidently, independently and with choice and dignity.

**Dementia friendly London and the London Plan (7)****Question No: 2019/8931**[Andrew Boff](#)

How will the London Plan ensure Inclusive Design principles explicitly consider the accessibility needs of people with cognitive impairment, as well as those with physical disabilities?

**Dementia friendly London and the London Plan (7)**[The Mayor](#)

Last updated: 21 May, 2019

The draft London Plan seeks to deliver Good Growth – growth that is economically and socially inclusive and environmentally sustainable – and, in line with the Alzheimer’s Societies’ Dementia Friendly Community principles and Dementia Friendly London aims, contains policy requirements for the highest standards of accessible and inclusive design to be met. An inclusive design approach takes into account the requirements of people with a range of disabilities or impairments, not just people with physical impairments.

Policy D3 Inclusive design signposts the British Standard guidance BS8300:2018 Design of an accessible and inclusive environment, which provides the latest national design guidance. This guidance explains that ‘efforts have been made to include reference to people’s neurological requirements in this revision and extension of BS 8300; however, further work is required in this area.’ In recognition of this, Policy D3 also states that ‘The Mayor will assist boroughs and other agencies in implementing an inclusive design approach by...continuing to contribute to the development of national technical standards’.

When new national design guidance on this matter is produced, developments will need to follow the guidance to meet the requirements of Policy D3.

**Elephant and Castle Shopping Centre development****Question No: 2019/8932**[Andrew Boff](#)

What were the “pro-business” reasons for permitting the Elephant & Castle redevelopment which will result in half the small businesses there losing their premises?

**Elephant and Castle Shopping Centre development**[The Mayor](#)

Last updated: 21 May, 2019

The proposals will deliver significant regeneration benefits for the site and wider area, including an enhanced campus for the London College of Communications and a new ticket hall for the Northern Line, as well as enabling the delivery of the Bakerloo Line Extension.

I’m aware that the proposals will affect a number of existing traders, and my officers worked with Southwark Council to ensure that there is a robust relocation strategy in place for those affected.

The legally-secured relocation strategy includes temporary relocation space immediately next to the site to be provided before the shopping centre closes, and the provision of business advice, financial support and a database of relocation opportunities within the surrounding area.

Compared to the existing site, the development will result in an uplift in retail space, and 10 per cent of this retail space would be provided below market rates. Following my officers' intervention, this affordable retail space will now be secured for an extended 15-year period, to support local businesses and communities.

## Settled status' fees

**Question No: 2019/8933**

[Andrew Boff](#)

For how many employees has the GLA family paid the settled status fees? Please provide me with a table setting out the number of employees paid for by each functional body and the total cost of this.

## Settled status' fees

[The Mayor](#)

Last updated: 02 September, 2019

Following the decision by the Mayor to pay the settled status fees for staff, the Government (on 21st January) announced that it would no longer charge a fee for settled status applications. Therefore, the settled status scheme is free to apply to.

All the GLA bodies agreed to pay all applications for settled status before the Government announcement and this was offered to the relevant staff. The uptake was as follows:

- **Greater London Authority (GLA)** - There are no records in HR & OD of any settled status fees being paid to GLA staff. Following the decision by the Mayor to pay fees for staff, the Government withdrew the fee before any fees were paid.
- **Transport for London (TfL)** - TfL has not paid the settled status fees of any of its employees
- **Mayor's Office for Policing And Crime (MOPAC)** - Following the decision by MOPAC to pay settled status fees for its employees, the Government withdrew the fee. Therefore, MOPAC has not paid the settled status fee for any of its employees.
- **The Metropolitan Police Service (MPS)** - The MPS do not have any individuals that have claimed for the settled status fees.
- **Old Oak and Park Royal Development Corporation (OPDC)** - The OPDC has not paid settled status for any of its employees.
- **London Legacy Development Corporation (LLDC)** - LLDC has not paid settled status for any of its employees.
- **London Fire Commissioner (LFC)** - Since communicating the proposed changes to legislation to all London Fire Brigade (LFB) staff and the fact that LFB will reimburse the application fee associated with the settled status application process we have received five enquiries on this through the HR Helpdesk. To date, LFB has received no applications from staff to pay the application fee related to claiming settled status in the UK.

## Answer for Settled status' fees

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **Disposable Nappies**

**Question No: 2019/8934**

[Andrew Boff](#)

Would the Mayor commit to working with boroughs to encourage them to take up reusable nappy schemes as currently only nine are doing so?

## **Disposable Nappies**

[The Mayor](#)

Last updated: 21 May, 2019

I am working with boroughs to promote all waste reduction and as part of my London Environment Strategy, all boroughs are required to submit a Reduction and Recycling Plan (RRP) by 2020. These will demonstrate how boroughs will reduce waste and make an effective contribution to my London-wide recycling targets. Actions such as the introduction of reusable nappy schemes are encouraged.

The London Waste and Recycling Board (LWARB) are also providing support to boroughs to produce their RRP's and reduce waste. Through the Advance London programme LWARB have supported and promoted Nappy Zap, an on-demand waste collection service for households focusing on disposable nappies to divert them from landfill to recycling, and Gcycle, a company who produce free nappies that are collected and then converted into valuable resources like soil, power and fuel.

## **Estate ballots**

**Question No: 2019/8935**

[Andrew Boff](#)

With 78% of the 73% of residents who responded to Lambeth Council's survey opposed to the demolition of Central Hill Estate, does the Mayor believe that the consultation undertaken by Lambeth Council provides an appropriate mandate for this demolition to go ahead without a residents' ballot?

## **Estate ballots**

[The Mayor](#)

Last updated: 21 May, 2019

If Lambeth council seeks to access funding from my affordable homes programme for estate regeneration plans at Central Hill estate which involve demolition of existing housing and which meet the other criteria in my guidance, it would be required to hold a ballot or to apply successfully for an exemption from the ballot requirement.

**Crossrail delay - Economic impact****Question No: 2019/8936**[Andrew Boff](#)

What is your assessment of what the total economic cost to London would be due to a 2-year delay to Crossrail?

**Answer for Crossrail delay - Economic impact**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Crossrail delay - Economic impact**[The Mayor](#)

Last updated: 25 June, 2019

An annualised figure for the economic cost of a delay to Crossrail has not been calculated as part of the appraisal of the project. Construction of the new railway will support regeneration across the capital and add an estimated £42bn to the economy of the UK.

Crossrail Ltd has identified a six-month window for delivering the central section, with a midpoint at the end of 2020. This means, depending on progress, the central section may open either three months ahead of December 2020, or within three months after that into 2021. Crossrail Ltd will be making every effort to deliver the service as early as possible within this window.

**People's Vote TFL****Question No: 2019/8937**[Andrew Boff](#)

What is the total amount of money the people's vote campaign have spent on advertising on TFL?

**People's Vote TFL**[The Mayor](#)

Last updated: 21 May, 2019

The People's Vote campaign has run three commercial campaigns on the Transport for London (TfL) network. The respective commercial advertising rate card values for these commercial campaigns were £40,114.80, £15,976 and £74,000, giving an advertising rate card value across the campaigns of £130,090.80.

The actual price paid by The People's Vote is subject to negotiations with our advertising partner. This information is commercially sensitive and cannot be disclosed.

**LEAP Funds****Question No: 2019/8938**[Andrew Boff](#)

How many different pots of funding does LEAP have, that people and businesses can bid for?

**LEAP Funds**[The Mayor](#)

Last updated: 21 May, 2019

The London Economic Action Partnership (LEAP) has oversight of a range of funds and support programmes that are available to people and businesses. These include:

- The Skills for Londoners Capital Fund, which supports a range of projects to improve education and training facilities;
- My Construction Academy scheme, which focuses on developing skills in construction so that more Londoners are able secure employment in this sector and ensure they have the right skills to tackle London's housing crisis;
- The Good Growth Fund, which focuses investment on place-based, community, cultural and green infrastructure projects;
- Crowdfund London, which provides small grants of up to £50k as pledges to public crowdfunding campaigns to support innovative community-led projects that build local resilience and promote inclusive growth;
- The Digital Talent programme, which will help young people get the digital skills needed for the workplace and improve the pool of talent available to employers;
- The Cleaner Heat Cashback programme for non-domestic energy efficiency, which aims to reduce levels of NOx and carbon dioxide emissions in the capital;
- Small Sites – Small Builders, which helps the public sector to bring forward small sites for residential-led development;
- The Air Quality Business Fund, which provides funding for Low Emission Neighbourhoods delivered by local businesses groups and organisations;
- The Growing Places Fund, which invests in projects that unlock job creation and economic growth; and
- The London Co-Investment Fund, a public-private venture capital fund that invests in some of London's most innovative science, digital and technology start-ups.

**LEAP (2)****Question No: 2019/8939**[Andrew Boff](#)

Can you provide me with a table setting out all of the money LEAP has awarded by organisation, from January 2018 until today. Can you also include the amount of money received by each organisation and for what reason they were awarded the money?

**Answer for LEAP (2)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **LEAP (2)**

[The Mayor](#)

Last updated: 25 June, 2019

Please find in the attached table information on net funds awarded to each recipient of LEAP funding between January 2018 and May 2019.

## **Childhood Obesity Commission**

**Question No: 2019/8940**

[Andrew Boff](#)

What is the total budget of the childhood obesity commission in the 2019-20 year and please provide me with a detailed line by line breakdown of how this will be spent?

### **Childhood Obesity Commission**

[The Mayor](#)

Last updated: 21 May, 2019

Child obesity is everyone's business and I will be open and transparent about the role I can play in London. I convened a taskforce for London to focus on the specific goal of achieving a step change in progress towards tackling child obesity by 2030.

My Chief of Staff, David Bellamy wrote to the Chair of the Assembly in February 2019 on the GLA budget for this programme. We are working with Guy's and St Thomas Charity on this initiative, including financial and in-kind support and contributions.

The specific budget for London's Child Obesity Taskforce in 2019/20 is £301k (GLA 2019/20 budget £229,000, GSTTC income of £72,000,). This budget covers spend on items such as the delivery of the forthcoming action plan, staffing for the Taskforce secretariat, and sharing of learning with the UK and global cities.

## **Here for good law funding**

**Question No: 2019/8941**

[Andrew Boff](#)

What is the total amount of money the GLA has given to the "here for good" organisation and what was this for?

### **Here for good law funding**

[The Mayor](#)

Last updated: 21 May, 2019

The 3 million and their co-suppliers Here for Good were awarded a £57,871 contract as part of a competitive tendering process for City Hall's EU Londoners Hub initiative. The Hub provides information and signposting to vulnerable EU Londoners, helping to ensure that EU citizens living in London have the information and support they need to secure their right to stay in the UK after Brexit. These organisations have jointly provided legal expertise, community contacts, and language specialisms to reach vulnerable groups through accessible and targeted resources.

## **Deputy Mayor for Environment and Energy overseas visits**

**Question No: 2019/8942**

[Andrew Boff](#)

Please provide me with a list of all overseas visits by the Deputy Mayor for Environment and Energy. Please include details of how it was paid for and the total monetary value of each trip as well as who accompanied the Deputy Mayor.

## **Deputy Mayor for Environment and Energy overseas visits**

[The Mayor](#)

Last updated: 21 May, 2019

Many of London's environmental challenges are global in nature. Air quality in London is directly affected by air pollution from Europe and the impact of climate change on London requires action in both London, and internationally to reduce emissions to limit global temperature rises to 1.5C degrees. Important policies on air quality and climate change are also made at the European and international level. My Deputy Mayor for Environment and Energy, therefore, undertakes overseas trips to lobby for European and international policy to improve the environment in London, share and learn from environmental best practice, and promote London's leading policies in these areas to encourage other cities to adopt more ambitious policies which will have international and London-level benefits.

Please see attached Appendix A which includes a list of overseas visits made by the Deputy Mayor for Environment and Energy. Please note that these were made by both train and flights, and the total monetary value includes travel and accommodation. All flights are offset using Gold Standard Voluntary Emission Reductions (VERs).

## **Violent crime funding**

**Question No: 2019/8943**

[Andrew Boff](#)

You have numerous funding pots and streams to fund initiatives/programmes to tackle violent crime. Please list them all and provide the purpose of each one, details of the duration of each, total budget of each and the total amount of money spent so far of each one?

## **Answer for Violent crime funding**

[The Mayor](#)



Last updated: 21 May, 2019

Officers are drafting a response

### **Violent crime funding**

[The Mayor](#)

Last updated: 22 July, 2019

As Mayor, I am determined to lead from the front and do everything in my power to tackle violent crime in London. That means supporting the Met Police in their relentless focus on arresting violent offenders and investing in projects and programmes that are tackling the root causes of crime. My Office for Policing and Crime allocate significant spend through Grants and commercial contracts to tackle violence and support victims of violence. In order to provide full transparency of this spend please see the links below:

2018/2019 MOPAC Quarter 4 Performance Report – specifically slide 53 Commissioning spend

[https://www.london.gov.uk/sites/default/files/mopac\\_quarterly\\_performance\\_update\\_report\\_q4.pdf](https://www.london.gov.uk/sites/default/files/mopac_quarterly_performance_update_report_q4.pdf)

Further information related to individual Grants and Commercial Contracts spend for the period ending March 2019 can be reviewed through the Contracts Register

[https://www.london.gov.uk/sites/default/files/contracts\\_register\\_2018-19.pdf](https://www.london.gov.uk/sites/default/files/contracts_register_2018-19.pdf)

### **Family homes (1)**

**Question No: 2019/8945**

[Andrew Boff](#)

Could you please provide the number of GLA-funded affordable homes with three or more bedrooms started in each of the financial years 2013/14, 2014/15, 2015/16, 2016/17, 2017/18 and 2018/19, broken down by borough?

### **Family homes (1)**

[The Mayor](#)

Last updated: 21 May, 2019

Details of the number of bedrooms on schemes reporting start on site from 2013/14 to 2016-17 are not held within the GLA Open Project system. Below is a summary for homes started on site in 2017-18 and 2018-19 and reported within GLA programmes.

(Please note, it is not mandatory for organisations to provide this information in GLA systems. This information may be subject to change.)

Location Borough	2017-18 Starts on site: 3 and more bedrooms	2018-19 Starts on site: 3 and more bedrooms
Barking and Dagenham	25	80

## GREATER LONDON AUTHORITY

## LONDON ASSEMBLY

Barnet	147	26
Bexley	45	73
Brent	8	159
Bromley	20	26
Camden	10	82
Croydon	55	104
Ealing	200	102
Enfield	58	18
Greenwich	115	82
Hackney	21	9
Hammersmith and Fulham	17	37
Haringey	40	10
Harrow	42	28
Havering	-	26
Hillingdon	28	4
Hounslow	26	78
Islington	104	150
Kensington and Chelsea	16	18
Kingston upon Thames	20	1
Lambeth	72	13
Lewisham	112	60
Merton	29	-
Newham	660	230
Redbridge	81	29
Richmond upon Thames	3	-
Southwark	207	30
Sutton	27	43
Tower Hamlets	450	314
Waltham Forest	76	35
Wandsworth	130	135
Westminster	48	3
<b>Grand Total</b>	<b>2,892</b>	<b>2,005</b>

**Family homes (2)****Question No: 2019/8946**[Andrew Boff](#)

Could you please provide the number of GLA-funded affordable homes with three or more bedrooms completed in each of the financial years 2013/14, 2014/15, 2015/16, 2016/17, 2017/18 and 2018/19, broken down by borough?

**Family homes (2)**[The Mayor](#)

Last updated: 21 May, 2019

Details of the number of bedrooms on schemes reporting start on site from 2013/14 to 2016-17 are not held within the GLA Open Project system. Below is a summary for homes completed in 2017-18 and 2018-19 and reported within GLA programmes.

(Please note, it is not mandatory for organisations to provide this information in GLA systems and the summary below is based on the data available at the time of writing.)

Location Borough	2017-18 completions: 3 and more bedrooms	2018-19 completions: 3 and more bedrooms
Barking and Dagenham	13	49
Barnet	45	28
Bexley	26	53
Brent	31	90
Bromley	6	28
Camden	89	55
Croydon	47	66
Ealing	73	93
Enfield	31	1
Greenwich	39	42
Hackney	23	19
Hammersmith and Fulham	18	19
Haringey	19	15
Harrow	16	14
Havering	15	10
Hillingdon	6	9
Hounslow	47	46
Islington	11	134
Kensington and Chelsea	16	5

**GREATER LONDON AUTHORITY****LONDON ASSEMBLY**

Kingston upon Thames	13	-
Lambeth	41	42
Lewisham	62	100
Merton	20	16
Newham	36	155
Redbridge	3	72
Richmond upon Thames	4	-
Southwark	47	93
Sutton	-	23
Tower Hamlets	219	146
Waltham Forest	15	41
Wandsworth	1	71
Westminster	9	35
<b>Grand Total</b>	<b>1,041</b>	<b>1,570</b>

**TfL land****Question No: 2019/8947**[Andrew Boff](#)

Could you please provide the number of homes started on TfL sites in each of the financial years 2016/17, 2017/18, 2018/19, broken down by site?

**Answer for TfL land**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**TfL land**[The Mayor](#)

Last updated: 03 June, 2019

London is currently facing a housing crisis and I have been clear that TfL must put its landholdings to better use to build thousands of more affordable homes. TfL's development programme has accelerated under my mayoralty.

In 2016/17, zero homes started on site. This increased to 276 homes in 17/18 including 181 homes across TfL's A40 Sites in Ealing, and 86 homes at Holloway Road in Islington. In 2018/19, TfL submitted planning applications for 1,300 homes and started building another 46 affordable homes on the Fenwick Estate near Clapham North. Since submitting its planning application, TfL has received planning permission to build another 350 new

homes in Waltham Forest at Blackhorse Road and will be starting construction on this site shortly. By March 2021, under the programme I instigated, TfL expects to have started on sites that will generate 10,000 homes.

## Spending Review

**Question No: 2019/8948**

[Gareth Bacon MP](#)

The Chancellor has suggested that the 2019 Spending Review is likely to be postponed from this summer, as a result of the delay and uncertainty around Brexit. However, this is a key process for the Mayor as it impacts around half the funding in his budget, therefore can you tell me:

- a. What is on your 'wish list' for additional funding from the upcoming Spending Review?
- b. How are you engaging with Government in the run up to the 2019 Spending Review?
- c. How are you making the case for funding for London in advance of the upcoming Spending Review?

## Spending Review

[The Mayor](#)

Last updated: 21 May, 2019

- a) My 'wish list' includes a sustainable funding settlement for policing, including addressing the underfunding of the National and International Capital City grant; a new long-term capital settlement for the Affordable Homes programme, in order to respond to the true level of housing need in London; and longer-term certainty over business rates income, which is necessary to plan ahead and commit to important projects, such as transport infrastructure upgrades.
- b) Officers have already begun discussions with government officials and I am seeking a meeting with the Chief Secretary to the Treasury. This will be followed by detailed engagement at official and ministerial level, and a detailed submission to HM Treasury.
- c) London has shouldered almost one third of local government austerity cuts imposed over the last decade. I am supportive of London Councils' Spending Review campaign and will be working with them and London's business organisations to make the case for funding for London. The GLA is also engaging with the Government's fair funding review and business rates review.

**TfL Business Plan and Crossrail****Question No: 2019/8949**[Gareth Bacon MP](#)

On 7 January 2019 at the TfL Budget and Performance Committee, the TfL CFO Simon Kilonback said that the business plan was based “upon the modelling of various scenarios of delays to the remaining stages of up to 18 months.” The Crossrail announcement on 25 April now has the delay to the opening of the central section between Paddington and Abbey Wood as between 22 months and 28 months. In addition the frequency through the mid-section was previously anticipated to be 24 trains per hour during the peak, however the Crossrail announcement states that this has been halved to 12 trains per hour for the opening. What will be the financial impact on the TfL Business Plan of the further delay in the opening and the reduced frequency? What are the consequences for TfL’s planned expenditure?

**Answer for TfL Business Plan and Crossrail**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**TfL Business Plan and Crossrail**[The Mayor](#)

Last updated: 02 September, 2019

Transport for London’s (TfL’s) 2018 Business Plan included an assumption of a £600m reduction in forecast revenue over three years as a result of the delay to the opening of the Elizabeth line. This was a prudent assumption based on the information available at the time about Crossrail’s delivery schedule.

Crossrail Ltd has since announced that it expects the central section of the Elizabeth line to open in a six-month window with a mid point of December 2019. Regarding the frequency of trains, the plan of Crossrail was always 15 trains per hour (tph) in Stage 3 and 24 tph in Stage 4. Crossrail’s revised plan is 12 tph in Stage 3 and 24 tph in Stage 4.

TfL will be publishing the annual update to its Business Plan later this year, which will include updated revenue projections for the Elizabeth line based on the latest delivery forecasts from Crossrail Ltd. The updated Business Plan will also confirm TfL’s future spending plans.

**Special constables 1****Question No: 2019/8950**[Keith Prince](#)

In relation to the below question, please can you answer the following:

- Does the Employer Supported Policing (ESP) allow businesses who participate to have the resulting special constables patrol solely in the proximity of said business?

- How many special constables have now been recruited under ESP?
- What businesses have participated?

<https://www.london.gov.uk/questions/2018/2713>

### **Answer for Special constables 1**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Special constables 1**

[The Mayor](#)

Last updated: 03 June, 2019

Potentially ESP officers may patrol solely with the participating business, but this is subject to the respective organisations HR policy and conditions of service, and also the operational policing needs of the Metropolitan Police Service (MPS).

There are currently 153 special constables recruited under the ESP from a range of businesses including BT Open Reach, Tesco, Accenture, HSBC, British Airways, Lloyd's of London, EE, Serco, Ikea, Merlin Entertainments and Santander.

The MPS appointed a dedicated lead for the ESP in 2018 and aims to expand the number of businesses involved.

### **Special constables 3**

**Question No: 2019/8951**

[Keith Prince](#)

How much is the average annual cost of a special constable to the Metropolitan Police?

### **Answer for Special constables 3**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Special constables 3**

[The Mayor](#)

Last updated: 03 June, 2019

This information is not held by the Metropolitan Police Service (MPS).

Special constables are not paid but there are still associated costs to their recruitment, equipment and training.

**Special constables 4****Question No: 2019/8952**[Keith Prince](#)

Beyond standard training, can special constables train for any specialisms, if so, please can you list them?

**Answer for Special constables 4**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Special constables 4**[The Mayor](#)

Last updated: 03 June, 2019

Metropolitan Special Constabulary (MSC) Officers are currently able to specialise in: Cyber-crime, Vehicle Recovery and Examination Service, Central Investigation Department (CID), Roads Transport Policing Command (RTPC), Royalty Protection, Airports, Art and Antiques and Marine Support.

**Special constables 5****Question No: 2019/8953**[Keith Prince](#)

For each of the years 2015, 2016, 2017 and 2018, how many hours of policing were provided by special constables?

**Answer for Special constables 5**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Special constables 5**[The Mayor](#)

Last updated: 02 September, 2019

Due to a change in the shift booking system, it is not possible to provide historical hours before 2018.

However, in 2018 special constables provided 445,191hrs of policing time.



**Special constables 6****Question No: 2019/8954**[Keith Prince](#)

What is the current free travel scheme available to special constables?

**Answer for Special constables 6**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Special constables 6**[The Mayor](#)

Last updated: 03 June, 2019

Special constables receive free travel on London Transport, including: Buses, Underground, Croydon Tram link, DLR and London Overland routes including national rail.

**Special constables 7****Question No: 2019/8955**[Keith Prince](#)

Is the £150 council tax discount for special constables a one off or will it continue into the future and how much did it cost?

**Answer for Special constables 7**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Special constables 7**[The Mayor](#)

Last updated: 03 June, 2019

I committed in my Police and Crime Plan to continue to give support to voluntary routes into policing, encouraging more Londoners to consider signing up as Special Constables. The Metropolitan Special Constabulary (MSC) council tax payment cost £106,526 in 2018/19. The scheme will be continued for 2019/20.

**Special constables 8****Question No: 2019/8956**[Keith Prince](#)

What other benefits are available to special constables?

**Answer for Special constables 8**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Special constables 8**[The Mayor](#)

Last updated: 03 June, 2019

In addition to free travel on the London transport system special constables are also able to claim for travel into London to complete a tour of duty and refreshment expenses whilst on duty.

Special constables who reside in London, complete their hours and not under any disciplinary procedure may also claim a council tax payment as explained in Mayor's Question 2019/8955.

Special constables benefit considerably from the learning and development that is provided as part of their recruitment training.

**Special constables 9****Question No: 2019/8957**[Keith Prince](#)

For each of the years 2015, 2016, 2017 and 2018, how many former police officers have become special constables?

**Answer for Special constables 9**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Special constables 9**[The Mayor](#)

Last updated: 12 June, 2019

The table below shows the number of Metropolitan Special Constabulary (MSC) recruits with previous experience as a police officer in the Metropolitan Police Service (MPS).

<b>Year</b>	<b>Number of MSC Recruits with experience as MPS officer</b>
<b>2015</b>	3
<b>2016</b>	6
<b>2017</b>	6
<b>2018</b>	7
<b>Total</b>	22

**Discrepancies about the conclusions of Croydon Tram Fatigue Audit IA 17 780 found in publications of the Safety, Sustainability and Human Resources Panel and the Audit and Assurance Committee****Question No: 2019/8958**[Keith Prince](#)

While a "Post Meeting Note" published in the minutes of the 26 June 2017 Safety, Sustainability and Human Resources Panel clearly states that Fatigue Audit IA 17 780 had concluded that First Group Tram Operation Limited's Fatigue Management System "Requires Improvement" (<http://content.tfl.gov.uk/sshrp-20170928-item03-minutes.pdf>), the Audit and Assurance Committee Internal Audit Quarter 2 Report 2017/18 (dated 14 December 2018) (<http://content.tfl.gov.uk/aac-20171214-part-1-item05-internal-audit-q2-r...>) only defines "Management of Fatigue in Tram Operations Limited (TOL) as "15/09/17 Consultancy" and does not include the matter in its "Requires Improvement" calculation. Can you explain why there is a such a fundamental discrepancy between these two independent TfL panels about the conclusions of Croydon Tram Fatigue Audit IA 17 780?

**Answer for Discrepancies about the conclusions of Croydon Tram Fatigue Audit IA 17 780 found in publications of the Safety, Sustainability and Human Resources Panel and the Audit and Assurance Committee**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Discrepancies about the conclusions of Croydon Tram Fatigue Audit IA 17 780 found in publications of the Safety, Sustainability and Human Resources Panel and the Audit and Assurance Committee**[The Mayor](#)

Last updated: 04 October, 2019

The post meeting note in the minutes of the 26 June 2017 Safety, Sustainability and Human Resources Panel was drafted prior to the audit report (IA 17 780) being issued.

No evidence or recommendations were deleted from the Internal Audit Report into the Management of Fatigue in Tram Operations Limited (TOL) (IA17 780). It is standard practice when carrying out audits to share and discuss findings with those being audited before finalising the report to ensure any factual inaccuracies are corrected. This process resulted in some revisions and reordering of the draft for accuracy, but the evidence and recommendations were not changed. They were clearly set out in the final audit report.

**ULEZ Exemptions****Question No: 2019/8959**[Keith Prince](#)

My constituent's granddaughter has cystic fibrosis and needs regular hospital appointments inside the ULEZ to which her parents drive her in their non-compliant vehicle. Is it right that they do not receive an exemption?

**Answer for ULEZ Exemptions**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**ULEZ Exemptions**[The Mayor](#)

Last updated: 03 June, 2019

As with the Congestion Charge, NHS patients who are clinically assessed as too ill to travel to hospital appointments by public transport are eligible to claim back any charges from their treating hospital. The hospital treating your constituent's granddaughter will be able to confirm if they are eligible for the NHS reimbursement, so I would encourage your constituent to discuss this with their hospital.

**ULEZ and Powered Two-Wheelers****Question No: 2019/8960**[Keith Prince](#)

Will the Mayor meet Tony Campbell, the chief executive of the MCIA, to discuss ULEZ and powered two wheelers?

**Answer for ULEZ and Powered Two-Wheelers**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**ULEZ and Powered Two-Wheelers**[The Mayor](#)

Last updated: 17 July, 2019

Transport for London (TfL) sent a letter to the Motorcycle Action Group (MAG), copied to Tony Campbell, Motorcycle Industry Association (MCIA), on 22 May. The letter addresses each point raised by MAG and MCIA to date on the Ultra Low Emission Zone and its impact on motorcyclists. The letter made clear that if there were further issues, TfL would be happy to meet again to discuss them.

**ULEZ and SMEs****Question No: 2019/8961**[Keith Prince](#)

Have you carried out an assessment of the cost to SMEs – the lifeblood of London’s economy – that the ULEZ charge will have on their businesses?

**Answer for ULEZ and SMEs**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**ULEZ and SMEs**[The Mayor](#)

Last updated: 03 June, 2019

An independent assessment of how bringing forward the ULEZ to April 2019 would affect SMEs was carried out as part of the Integrated Impact Assessment (IIA) for the proposed change to the scheme. The IIA is available here:  
<https://consultations.tfl.gov.uk/environment/air-quality-consultation-phase-3a/>

**Shortage of fleet-owned rental taxis****Question No: 2019/8962**[Keith Prince](#)

What mechanisms does the Mayor have in place in the event of a shortage of fleet-owned rental taxis due to the restructured delicensing scheme?

**Answer for Shortage of fleet-owned rental taxis**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Shortage of fleet-owned rental taxis**[The Mayor](#)

Last updated: 03 June, 2019

Transport for London (TfL) regularly engages with the taxi trade. While we are not aware of a shortage of fleet-owned rental taxis, I have asked TfL to closely monitor the situation and discuss with the taxi trade if necessary.

The taxi delicensing scheme, along with other measures, is playing an important part in making London’s taxi fleet cleaner, helping to achieve at least a 65 per cent reduction in harmful taxi NOx emissions by 2025.

**Taxi Delicensing Scheme****Question No: 2019/8963**[Keith Prince](#)

Since the announcement of the restructured taxi delicensing scheme, how many newly licensed ZEC taxis are (1) Fleet owned (2) owner driver?

**Taxi Delicensing Scheme**[The Mayor](#)

Last updated: 21 May, 2019

To date, TfL has licensed more than 1,500 ZEC vehicles. TfL estimate that the split between driver-owned and fleet-owned taxis, including those that are not ZEC, is around 50 per cent. To determine a more accurate figure, a manual check of each licence would be needed.

**Taxi Conditions of Fitness****Question No: 2019/8964**[Keith Prince](#)

Has the Mayor considered reviewing the Taxi Conditions of Fitness, especially with regard to the turning circle requirement?

**Answer for Taxi Conditions of Fitness**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Taxi Conditions of Fitness**[The Mayor](#)

Last updated: 03 June, 2019

Please see my answer to Mayor's Question 2019/8805.

**Taxi and PH Financial Summary****Question No: 2019/8965**[Keith Prince](#)

The Taxi & PH financial summary 2017/18 showed the net regulatory position has worsened from a £5.4m deficit to a £18.3m deficit, will the Mayor give details of the licence fee increases & regulatory expenditure savings required to recover?

**Answer for Taxi and PH Financial Summary**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Taxi and PH Financial Summary**[The Mayor](#)

Last updated: 03 June, 2019

As committed to in my Taxi and Private Hire Action Plan, and following requests from stakeholders including the taxi and private hire trades and Assembly Members, Transport for London (TfL) has significantly increased the number of compliance officers it deploys to tackle illegal taxi and private hire related activity in light of the significant growth of private hire vehicles in London.

Inevitably, this has created some financial challenges for TfL and, as is the case with the rest of the organisation, TfL's Taxi and Private Hire department is looking at how to deliver its services as efficiently as possible, generating savings wherever it can while recognising that further regulatory improvements are still required to enhance passenger safety.

We review licence fees annually and any changes are subject to approval by the TfL Finance Committee.

**Crossrail****Question No: 2019/8967**[Keith Prince](#)

What lessons have you learned from your mistakes on Crossrail?

**Answer for Crossrail**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Crossrail**[The Mayor](#)

Last updated: 03 June, 2019

It is clear that the responsibility for the delay to the Crossrail project lies with the former management of Crossrail Ltd. It is also clear that there are lessons to be learned for the future governance of major infrastructure projects. The London Assembly Transport Committee report, alongside others - including the independent KPMG review commissioned by the sponsors, the report of the National Audit Office and the inquiry of the Commons Public Accounts Committee - all provide helpful contributions about how the governance of the project can be improved and are actively being progressed or responded to.

In addition, Transport for London (TfL) and the Department for Transport, as Joint Sponsors, we have already taken a number of actions to strengthen the project's governance and assurance. A new leadership team and enhanced governance structure has been put in place to strengthen the Crossrail programme and put the project back on track.

Everyone involved is fully focussed on completing the project and opening the Elizabeth line to passengers as soon as possible.

### **Street racing**

**Question No: 2019/8968**

[Shaun Bailey](#)

Would the Mayor update the chamber on what measures are being undertaken to stop the street racing on the A10 Great Cambridge Road that continues to disturb Londoners into the early hours?

### **Answer for Street racing**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Street racing**

[The Mayor](#)

Last updated: 12 June, 2019

Street racing is both extremely anti-social and very dangerous: it not only risks the lives of the public, but also those doing the racing.

Enfield Council, supported by the Metropolitan Police Service (MPS), introduced a Public Space Protection Order which has been in place since January 2018. The order, which is in place until January 2021, means that using a vehicle in an anti-social manner is treated as a criminal offence and the MPS will not hesitate in taking action against anyone caught breaking the law. While no arrests have been made in Enfield, Neighbourhood Officers are actively tackling this issue via regular patrols.

The local Roads and Transport Police also conduct speeding operations along the A10, but this is ad hoc at present.

### **Target of installing rapid charging points in London**

**Question No: 2019/8970**

[Shaun Bailey](#)

What progress has been made in meeting your target of installing 300 rapid charging points in London by 2020?

### **Target of installing rapid charging points in London**

[The Mayor](#)

Last updated: 21 May, 2019

As of 8 May 2019, TfL have helped to install 178 rapid charge points on TfL land or with the support of the private sector and the London boroughs. There are also other rapid



charging networks that have been installed by independent providers, taking the total to over 200.

The TfL project is on track to deliver the target of installing 300 rapid charging points in London by the end of next year.

## **Taxi-only Rapid Charging Points in London**

**Question No: 2019/8971**

[Shaun Bailey](#)

How many dedicated taxi-only rapid charging points have been installed in London, and do you consider this to be enough to support taxi drivers who have switched to the ZEC taxi and encourage more to do the same?

## **Taxi-only Rapid Charging Points in London**

[The Mayor](#)

Last updated: 21 May, 2019

I am helping our world-famous taxi trade to go electric by giving drivers the financial support, priority and charging infrastructure they need to switch to cleaner Zero Emission Capable (ZEC) models.

As of 8 May 2019, TfL have helped to deliver 178 new rapid charge points. 72 of these are dedicated exclusively for electric taxis. There is now a total of over 200 rapid charge points when including other providers. London boroughs have also installed over 1,000 new lamp column charge points in residential areas, as part of the joint GLA/TfL/London Councils Go Ultra Low City Scheme, which will help drivers without off-street parking to charge overnight at home.

This is more than enough capacity as things stand but it continues to be monitored with the trade. TfL are informing drivers where rapid charge points have been installed as well as providing information on those that are less busy.

Following the work of my Electric Vehicle Infrastructure Taskforce, I will be publishing a new Delivery Plan so that we continue to support the uptake of electric vehicles and our pioneering taxi trade over the coming years.

## **Installation of Rapid Charging Points for ZEC Taxis**

**Question No: 2019/8972**

[Shaun Bailey](#)

What support are you providing to the London Boroughs to help them install more rapid charging points on their streets, to support taxi drivers who purchase the ZEC taxi?

## **Answer for Installation of Rapid Charging Points for ZEC Taxis**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Installation of Rapid Charging Points for ZEC Taxis**

[The Mayor](#)

Last updated: 13 December, 2019

As of 31 October, Transport for London (TfL) has helped to deliver 209 rapid charge points and is on track to achieve a target of at least 300 by the end of 2020.

Currently, 30 of these points have been installed on borough roads and 107 additional sites have been submitted by boroughs for evaluation. TfL is supporting every borough on the site design, planning approval, management of the site construction and installation as well as general guidance to enable the growth in the network. Extra funding for London boroughs to deliver rapid charge points will also be made available through the second round of the Go Ultra Low City Scheme.

Boroughs have been asked to identify suitable locations for taxi-dedicated rapid charge points in line with my Electric Vehicle Infrastructure Delivery Plan and especially within three miles of Charing Cross given the need in central London.

### **Removal of density matrix in the new London Plan (1)**

**Question No: 2019/8973**

[Steve O'Connell](#)

As Policy D6 of your new draft London Plan does not give clear guidance what densities are acceptable and what densities are not acceptable, Policy D6 does not give any guidance on the actual appropriate densities of proposed developments in relation to the setting or the local PTAL (public transport accessibility level). The policy requires planning officers to assess local development proposals on subjective evaluation of local characteristics and devise their own evaluation criteria. Applicants would not have any guidance on the appropriate densities for a proposed development and therefore the Policy D6 does not reflect para 122 of the National Planning Policy Framework (NPPF).

Therefore, what will planning policy be on managing residential densities of future development proposals, to reflect public transport capacity, if the density matrix is removed from the London Plan?

### **Removal of density matrix in the new London Plan (1)**

[The Mayor](#)

Last updated: 12 June, 2019

The current London Plan states that the matrix should not be applied mechanistically, and it is a misconception that the current Plan provides clear guidance on suitable densities. It is a rudimentary tool and the density ranges are very wide. Fifteen years of evidence indicates that the density matrix has provided a poor benchmark or indicator of appropriate densities. Over that period, only 35 per cent of development has been within the density matrix range, whereas 50 per cent of development has exceeded the matrix range for its location and 25 per cent has been double the top end of the range.

Considering London's housing need, optimising the density of all new development is a strategic matter for London. My draft London Plan explicitly recognises that the appropriate density of a site is an output of a process of assessment, rather than an input. The appropriate density of a site should be arrived at through a design-led approach, taking account of the site context and infrastructure capacity. Paragraph 122 of the NPPF (2019) requires planning policies and planning decisions to support development that makes efficient use of land, taking into account a range of contextual factors. My draft London Plan is consistent with this requirement.

### **Answer for Removal of density matrix in the new London Plan (1)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Removal of density matrix in the new London Plan (2)**

**Question No: 2019/8974**

[Steve O'Connell](#)

How will applicants or planning officers assess whether proposed developments meet the new NPPF guidance in paragraph 122 part c if and when the London Plan density matrix has been removed?

### **Removal of density matrix in the new London Plan (2)**

[The Mayor](#)

Last updated: 21 May, 2019

My draft London Plan explicitly recognises that the appropriate density of a site should be arrived at through a design-led approach, taking account of site context and the capacity of supporting infrastructure, including its existing and planned connectivity by walking, cycling and public transport to jobs and services. In preparing Development Plans, boroughs should plan to meet borough-wide growth requirements, including their overall housing targets, by assessing the capacity of existing and planned physical, environmental and social infrastructure to support the required level of growth and, where necessary, planning improvements to infrastructure capacity through infrastructure delivery plans or programmes to support growth in a timely manner.

Paragraph 122 Part C of the NPPF (2019) specifies that planning policies and planning decisions should take the availability and capacity of infrastructure and services into account. My draft Plan is clearly consistent with this requirement.

**Removal of density matrix in the new London Plan (3)****Question No: 2019/8975**[Steve O'Connell](#)

If the London Plan density matrix is removed, what policies will be put in place to mitigate against over development of a locality which results on local congestion of public transport capacity?

**Removal of density matrix in the new London Plan (3)**[The Mayor](#)

Last updated: 21 May, 2019

The design-led approach in my draft London Plan requires an assessment of each development site's context to identify opportunities and constraints that can determine the appropriate built form. My draft Plan is explicit that the density of individual development proposals should be reduced to respond to existing and planned levels of supporting infrastructure, including public transport capacity, where the capacity cannot be sufficiently expanded through the development or through a strategic approach to enhance area-wide infrastructure capacity.

It should be noted that the density matrix in the current London Plan does not mitigate against over-development of a site or locality and that there is nothing inherently sustainable about the numbers in the density matrix. The numbers provide no indication of whether there is enough infrastructure capacity to support the development or not, and they provide no information on the building's form and whether it will relate well to the surrounding area. The 'setting' areas in the matrix cover such large and diverse areas they can't be used to genuinely ensure the development responds to its context at the site level.

**Removal of density matrix in the new London Plan (4)****Question No: 2019/8976**[Steve O'Connell](#)

As the draft new London Plan removes the density matrix guidance on setting and PTAL, what guarantees can be given that the replacement Policies for optimising housing densities contained in Policy D6, D2 and D1 will be observed, as the compliance to these policies are very subjective and vague and require local planning authorities (LPAs) to define their own evaluation criteria based on the guidance of these new policies for every planning application that comes before them?

**Removal of density matrix in the new London Plan (4)**[The Mayor](#)

Last updated: 21 May, 2019

The policies in my draft London Plan set out a clear and systematic approach to assessing development proposals that reflects site specific circumstances. These policies will help boroughs in assessing the optimum density for sites to be allocated in their Local Plans, as well as assessing individual applications. My draft Plan also requires boroughs to proactively establish appropriate site capacity parameters, following the design-led approach, for

strategic development sites in their Local Plans. I am currently preparing detailed supplementary planning guidance to accompany the Plan that will provide additional detail on how to effectively optimise the capacity of sites by following the design-led approach.

## **Removal of density matrix in the new London Plan (5)**

**Question No: 2019/8977**

[Steve O'Connell](#)

What monitoring procedures will be put in place to ensure that LPAs do not ignore the requirements of Policy D6, D2 and D1 to maintain appropriate residential and housing densities once the density matrix has been removed from the policy to ensure that appropriate public transport accessibility is maintained?

## **Removal of density matrix in the new London Plan (5)**

[The Mayor](#)

Last updated: 21 May, 2019

My draft London Plan is clear that the optimal density of a site should be determined through a design-led approach on a site-by-site basis. The draft Plan requires development proposals to provide a range of measures of density that are more useful than the current single density measure monitored. These include density measures that reflect the number of people or households per hectare, as well as density measures that demonstrate the physical space used (i.e. floor to area ratio, site coverage, and heights). The data I collect through the London Development Database will enable the continued monitoring of development density over the lifespan of the Plan.

## **Removal of density matrix in the new London Plan (6)**

**Question No: 2019/8978**

[Steve O'Connell](#)

What would be any future use of TfL's WebCAT in relation to density, if the London Plan density matrix is removed?

## **Removal of density matrix in the new London Plan (6)**

[The Mayor](#)

Last updated: 21 May, 2019

WebCAT contains two ways of measuring transport connectivity:

1. Public Transport Accessibility Levels (PTAL), which assesses the level of access to the transport network, combining walk time to the public transport network with service wait times.
2. Time Mapping analysis (TIM), which assesses connectivity through the transport network or, in other words, how far a traveller can go expressed as a series of travel time catchments.

It is publicly available and is used by professional planners, developers and the general public, and supports policies in the London Plan. As my Transport Strategy promotes the switch towards sustainable modes, there will be a continuing need for WebCAT, to guide decisions and embed the Healthy Streets Approach.

Policy D6 Optimising Density in the draft London Plan (currently being examined) requires particular consideration be given to a site's connectivity and accessibility by walking, cycling, and existing and planned public transport to jobs and services. This includes both PTAL and access to local services.

### **Removal of density matrix in the new London Plan (7)**

**Question No: 2019/8979**

[Steve O'Connell](#)

Would you agree that removing the density matrix is in contravention of NPPF paragraphs 16 and 122 as:

- a. It is removing a useful digital tool to assist public and community involvement;
- b. It is removing a clearly written and unambiguous policy which was clear evidence how a decision maker should react to development proposals?

### **Removal of density matrix in the new London Plan (7)**

[The Mayor](#)

Last updated: 21 May, 2019

No. Paragraphs 16 and 122 of the NPPF (2018) do not mention or advocate the use of a matrix as a suitable tool to determine acceptable density levels. The matrix is not a digital tool; it is a table, which requires a qualitative assessment of the site to determine its matrix setting. The matrix included a set of numbers that communicated little about the nature of a future development to the public. The density ranges in the matrix have been mistakenly assumed to be a proxy for sustainability and, also wrongly, that the ranges in the matrix generated a form of development that would sensitively respond to its surroundings.

### **MPS Dauntless+**

**Question No: 2019/8981**

[Susan Hall](#)

For each of the financial years 2016/17, 2017/18 and 2018/19, please provide the number of people identified in the MPS Dauntless+ programme

### **MPS Dauntless+**

[The Mayor](#)

Last updated: 21 May, 2019

Operation Dauntless+ criteria identifies individuals who have appeared as a suspect or accused within a domestic abuse flagged crime report against three or more separately named individuals, in three or more London boroughs, over the last three years.

It is not possible to identify within a reasonable timeframe the exact number of people identified in the Operation Dauntless+ programme for each of the financial years 2016/17, 2017/18 and 2018/19. This is due to the way in which the process runs, which is to maintain a rolling cohort of offenders, so detailed checks would be required, examining each individual record for each month to avoid double counting.

Data to identify these individuals as above is run each month rather than by year and assessed in terms of the recency, frequency & gravity of their offending before sharing data with local BCUs. The total number of individuals highlighted to local BCUs fluctuates slightly but remains at around 600 individuals each month.

## Abuse and harassment

**Question No: 2019/8982**

[Susan Hall](#)

For each of the financial years 2016/17, 2017/18 and 2018/19, please provide the number allegations of abuse and harassment for each of:

-GLA

-TFL

-Met Police

## Abuse and harassment

[The Mayor](#)

Last updated: 22 October, 2019

Please see below for the data requested:

### GLA – HR & OD

The information below is for both grievances and disciplinary cases. Where the same case appeared in both, it has only been counted once.

For disciplinary cases, only those that got to a hearing have been included. Additionally, if someone lodged a grievance but did not pursue it, it has not been counted.

The figures include both cases of alleged bullying and claims of (usually verbal) abuse, irrespective whether the issue was upheld.

Year	Number of Cases	Comments
2016/17	5	Includes 2 cases claiming harassment
2017/18	3	Includes 1 case claiming harassment

2018/19 5

N/A

**Transport for London (TfL)**

The total number of Bullying and Harassment cases recorded at TfL for each of the three financial years is provided below.

Bullying is defined as offensive, intimidating, malicious or insulting behaviour, or an abuse or misuse of power or authority through means intended to undermine, humiliate, denigrate or injure the recipient.

Harassment is defined as unwanted conduct which has the purpose or effect of violating another person's dignity or creating an offensive, intimidating, hostile, degrading or humiliating environment.

<b>Year</b>	<b>Number of Cases</b>	<b>Comments</b>
2016/17	75	N/A
2017/18	70	N/A
2018/19	87	N/A

**MPS**

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

**Answer for Abuse and harassment**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Abuse and harassment**

[The Mayor](#)

Last updated: 23 December, 2019

**MPS**

The MPS are unable to provide misconduct data on this request. The DPS does not record details of victims of misconduct cases, only the subject of the investigations, therefore we cannot tell how many abuse claims arise from staff on staff matters, as opposed to allegations from members of the public or others.

**Taxi and PH sexual offences**

**Question No: 2019/8983**

[Susan Hall](#)

For each of the financial years 2016/17, 2017/18 and 2018/19, please provide the number of taxi drivers reported for sexual offences



For each of the financial years 2016/17, 2017/18 and 2018/19, please provide the number of private hire drivers reported for sexual offences

### **Answer for Taxi and PH sexual offences**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Taxi and PH sexual offences**

[The Mayor](#)

Last updated: 03 June, 2019

Transport for London (TfL) regularly publishes data about sexual offences committed by taxi and private hire drivers against fare paying customers. This detailed information, including type of offence and conviction status, is available on the TfL website <https://tfl.gov.uk/corporate/safety-and-security/security-on-the-network/tph-related-sexual-offences> . Data is displayed from 2002-2017, with 2018 figures due to be published later this year.

## **Sexual offences on the transport system**

### **Question No: 2019/8984**

[Susan Hall](#)

For each of the financial years 2016/17, 2017/18 and 2018/19, please provide the number of sexual offences committed on the transport system

### **Answer for Sexual offences on the transport system**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Sexual offences on the transport system**

[The Mayor](#)

Last updated: 03 June, 2019

The below table shows the figures for sexual offences reported on the Transport for London (TfL) system for the last three financial years. Data for 2018/19 can only be supplied until the end of February 2019, as TfL is still awaiting the finalised bus-related crime data for March 2019.

<b>Financial year</b>	<b>Sexual Offences</b>
2016/17	1996
2017/18	1961
2018/19 (to Feb 2019)	1919

TfL continues to work closely with the Police to increase awareness of the issue and encourage reporting through Project Guardian and the 'Report it to Stop it' campaign, as part of their efforts to tackle unwanted sexual behaviour on the network.

TfL also publishes Crime and Incident bulletins, both annually and every quarter, which provides a summary of crime and anti-social behaviour on their services.

## **Met Patrol Plus**

**Question No: 2019/8985**

[Susan Hall](#)

Under the old Met Patrol Plus scheme, how much annual income did the Metropolitan Police receive from Local Authorities?

## **Met Patrol Plus**

[The Mayor](#)

Last updated: 21 May, 2019

The Metropolitan Police Service (MPS) did not derive income from the Met Patrol Plus scheme, also known as 'buy one get one free'.

Providing the 'free' officers to local authorities cost the MPS around £9m each year.

This was one of the key reasons that the scheme was ended. It was simply not sustainable with the pressure on the policing budget caused by the Government's cuts.

## **Drone delivery in London**

**Question No: 2019/8986**

[Susan Hall](#)

What work has taken place to allow the use of drones for deliveries in London?

## **Drone delivery in London**

[The Mayor](#)

Last updated: 21 May, 2019

Transport for London (TfL) and I recognise that there has been investment and interest in the delivery of goods using drones around the world, including several trials in the UK and commercial services abroad.

TfL has no direct role in the regulation or management of airspace. However, it is working closely with the Department for Transport and the Civil Aviation Authority to better understand the implications of increasing drone use on London. While there may be benefits of such deliveries, there are also likely to be challenges and impacts for communities on the ground, including safety, security, privacy and noise.

TfL will continue to build such relationships and explore impacts, particularly where there may be opportunities to support the objectives of the Mayor's Transport Strategy.

**Met overspend/underspend****Question No: 2019/8987**[Susan Hall](#)

For each of the financial years 2016/17, 2017/18 and 2018/19 what was the Met overspend or underspend?

**Answer for Met overspend/underspend**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Met overspend/underspend**[The Mayor](#)

Last updated: 03 June, 2019

The MOPAC/MPS Group over and underspends for the years 2016/17 and 2017/18 are published in the audited accounts and can be accessed at <https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/about-mayors-office-policing-and-crime-mopac/our-finances#acc-i-55274>

The latest published 2018/19 financial forecast is published at <https://www.london.gov.uk/mopac-publications/mopac-quarter-3-performance-report>. The final audited accounts for 2018/19 will be published before the end of July.

**Huawei (1)****Question No: 2019/8988**[Susan Hall](#)

How many Huawei phones and tablets are currently used by the Metropolitan Police?

**Answer for Huawei (1)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Huawei (1)**[The Mayor](#)

Last updated: 12 June, 2019

None.

**Huawei (2)****Question No: 2019/8989**[Susan Hall](#)

What Metropolitan IT systems are currently provided by Huawei?

**Answer for Huawei (2)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Huawei (2)**[The Mayor](#)

Last updated: 12 June, 2019

None.

**Stanmore Station development (1)****Question No: 2019/8990**[Susan Hall](#)

Could you please confirm whether TfL's proposed new development at Stanmore station car park will include plans for step-free access at Stanmore station?

**Stanmore Station development (1)**[The Mayor](#)

Last updated: 21 May, 2019

Transport for London (TfL) fully understands that the current 'step-free' arrangements at Stanmore station are unsatisfactory and could be improved subject to third-party funding. By developing the car park TfL will be able to provide hundreds of much needed affordable homes and will also provide a lift to improve the step-free access facilities at the station.

**Stanmore Station development (2)****Question No: 2019/8991**[Susan Hall](#)

How many car parking spaces will be retained at Stanmore Station car park as part of TfL's proposed development?

**Stanmore Station development (2)**[The Mayor](#)

Last updated: 12 June, 2019

TfL is working with its selected development partner, Catalyst, to transform the car parks at Stanmore, Rayners Lane and Canons Park into hundreds of much needed affordable homes. Across the three sites, TfL intends to retain some commuter parking spaces. The exact

number of spaces will be dependant on discussions with the local community and the London Borough of Harrow through the consultation process.

### **Answer for Stanmore Station development (2)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Rayners Lane Station development (1)**

**Question No: 2019/8992**

[Susan Hall](#)

Could you please confirm whether TfL's proposed new development at Rayners Lane station car park will include plans for step-free access at Rayners Lane station?

### **Rayners Lane Station development (1)**

[The Mayor](#)

Last updated: 21 May, 2019

Transport for London's proposals for developing the car park at Rayners Lane does not include step-free access, because the car park is not adjacent to the station building. The proposed scheme does not preclude the future delivery of step-free access should the land adjacent to the station be developed and third-party funding identified.

### **Rayners Lane Station development (2)**

**Question No: 2019/8993**

[Susan Hall](#)

How many car parking spaces will be retained at Rayners Lane Station car park as part of TfL's proposed development?

### **Rayners Lane Station development (2)**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my answer to Mayor's Question 2019/8991.

### **Canons Park Station development (1)**

**Question No: 2019/8994**

[Susan Hall](#)

Could you please confirm whether TfL's proposed new development at Canons Park station car park will include plans for step-free access at Canons Park station?

### **Canons Park Station development (1)**

[The Mayor](#)

Last updated: 21 May, 2019

Transport for London's proposals for development at Canons Park station do not include step-free access as the land is not adjacent to the station. Step-free options may be possible to the south of the site, subject to third-party funding, but these will require further discussions with tenants as part of a future development.

## **Canons Park Station development (2)**

**Question No: 2019/8995**

[Susan Hall](#)

How many car parking spaces will be retained at Canons Park Station car park as part of TfL's proposed development?

## **Canons Park Station development (2)**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my answer to Mayor's Question 2019/8991.

## **Northwood Station development (1)**

**Question No: 2019/8996**

[Susan Hall](#)

What impact will removing all commuter parking from Northwood Station have on the ability for commuters to access the station in this outer London location, and how will this affect tube ridership from this location?

## **Northwood Station development (1)**

[The Mayor](#)

Last updated: 21 May, 2019

My Transport Strategy is clear that we need to significantly reduce dependency on cars, and encourage greater use of public transport, walking and cycling.

Transport for London (TfL) and its development partner Notting Hill Genesis are proposing a dedicated loading and drop-off space for the station. A dedicated space will be provided for the potential introduction of TfL Dial-a-Ride services. TfL is also discussing with London Borough of Hillingdon the opportunity to introduce a demand responsive bus service to pick up local people from their home and take them to and from the improved bus interchange. In addition, TfL plans to increase the provision of disabled parking bays.

To encourage residents to cycle to and from the station, proposals will also include 24-hour secure cycle storage and lockers. There are alternative private and public car parks and short-term on-street car parking located nearby.

With the comprehensive approach that TfL is taking, it does not expect the removal of commuter parking at Northwood station to have a material impact on Tube ridership.

**Northwood Station development (2)****Question No: 2019/8997**[Susan Hall](#)

What will be the economic impact of failing to provide retail parking for TfL's Northwood Station car park development, for the viability of existing businesses in the area and for the new commercial areas proposed as part of the scheme?

**Northwood Station development (2)**[The Mayor](#)

Last updated: 21 May, 2019

TfL anticipates that the scheme will have a positive economic impact, due to increased footfall from the planned residential development, and increased pedestrian dwell time from the creation of a new public square.

The new commercial areas proposed as part of the scheme will have dedicated servicing facilities, and this will be clear to prospective tenants.

Short term on-street car parking will continue to be available for the public in front of TfL's retail units on Green Lane.

**Northwood Station Car Park****Question No: 2019/8998**[Susan Hall](#)

What is the current average usage of Northwood Station car park on a working day?

**Northwood Station Car Park**[The Mayor](#)

Last updated: 21 May, 2019

The current average occupancy rate at Northwood car park on a working day is 86 per cent of capacity.

**TfL car park developments****Question No: 2019/8999**[Susan Hall](#)

Which station car parks is TfL considering or intending to redevelop without retaining any commuter parking?

**TfL car park developments**[The Mayor](#)

Last updated: 21 May, 2019

TfL has identified a number of car parks for development, and it will assess how many car parking spaces should be retained at each location. The exact number will be determined

through consideration of local and regional policy as well as extensive surveys of usage, alternative transport provision and public consultation.

Station car parks which have been identified for redevelopment include:

Arnos Grove, Blackhorse Road, Canons Park, Cockfosters, Colindale, Finchley Central, Harrow-on-the-Hill, High Barnet, Hounslow West, Northwood Town, Rayners Lane, Stanmore, Sudbury Town, Wembley Park and Woodside Park.

## Black Cab Checks

**Question No: 2019/9000**

[Susan Hall](#)

Answering with an annual breakdown, how many checks have TfL undertaken on black cab drivers to make sure they were the correct driver with a correctly held licence from 2010 until now around Heathrow airport?

### Answer for Black Cab Checks

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## Black Cab Checks

[The Mayor](#)

Last updated: 12 June, 2019

Figures for compliance checks have been recorded from 2013 and are not generally separated based on location. However, as Heathrow is a priority location for Taxi and Private Hire compliance checks, Transport for London began recording this data in April 2017. TfL has carried a total of 4,463 Taxi driver checks at Heathrow between April 2017 and March 2019. The table below shows a breakdown of this figure per financial year.

<b>Financial year</b>	<b>Taxi Driver Checks</b>
2017/18	2,910
2018/19	1,553

## PHV Checks

**Question No: 2019/9001**

[Susan Hall](#)

Answering with an annual breakdown, how many checks on PHV drivers have there been inside the congestion zone since 2010?

### Answer for PHV Checks

[The Mayor](#)

Last updated: 21 May, 2019



Officers are drafting a response

### PHV Checks

[The Mayor](#)

Last updated: 03 June, 2019

Transport for London (TfL) does not hold the data in the format you have asked. Figures for compliance checks have been recorded from 2013 and are not separated based on location, outside of specific deployments.

The below table shows the number of Private Hire driver inspections from 2013 to 2018.

Inspection Type	2013	2014	2015	2016	2017	2018
Private Hire Driver Checks	895	1,215	3,235	30432	144,785	146,160

### Assaults in PHVs and Black Cabs

**Question No: 2019/9002**

[Susan Hall](#)

How does TfL log assaults on passengers for black cabs and PHVs and are these figures kept separately?

### Answer for Assaults in PHVs and Black Cabs

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### Assaults in PHVs and Black Cabs

[The Mayor](#)

Last updated: 03 June, 2019

Transport for London (TfL) takes any allegation against licensed taxi or private hire drivers extremely seriously. Processes are in place for the police and other law enforcement agencies to notify TfL, as the licensing authority, of allegations against a licensed driver. TfL records the details of the offences (e.g. common assault) and the licensing action taken. The aggregate data includes a breakdown by taxi and private hire driver but does not include details of whether the offence was against a passenger or someone else.

In addition to this we have implemented bespoke processes for Taxi and Private Hire journey-related sexual offences against fare paying passengers. TfL publishes a breakdown of drivers charged with sexual offences against a passenger. The data is published on TfL's website on an annual basis. It includes a breakdown for the type of driver, type of sexual offence and judicial outcome.

**Uber accidents****Question No: 2019/9003**[Susan Hall](#)

Answering with a monthly breakdown, how many accidents has Uber had in London over the last year?

**Answer for Uber accidents**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Uber accidents**[The Mayor](#)

Last updated: 03 June, 2019

TfL does not hold collision information regarding any particular company or private hire operator.

Recent years have seen substantial reductions in the number of people killed or seriously injured from road traffic collisions in London. Private hire occupant casualties make up fewer than two per cent of all casualties, which is roughly proportionate to their overall share of journeys travelled 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 and Vision Zero Action Plan sets out my approach to road danger reduction to eradicate deaths and serious injuries from London's streets. Transport for London (TfL) has also developed proposals for an advanced driving test for private hire drivers which recently underwent a public consultation.

**Diesel Buses****Question No: 2019/9004**[Susan Hall](#)

How much diesel is used by London's buses every month?

**Answer for Diesel Buses**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Diesel Buses**[The Mayor](#)

Last updated: 17 July, 2019

The bus fleet contracted by Transport for London (TfL) is a vital part of the city's transport network that enables the city to function. It provides around 180 million customer trips and uses around 17,900,000 litres of diesel a month. To reduce the most harmful emissions,

three quarters of the 9,100 vehicles have been raised to the ultra-clean Euro VI engine standard, or better. The remainder will follow through a combination of retrofitting mid-life buses or replacing them with new buses between now and 2020. Making the fleet ultra clean will enable TfL to cut diesel emissions significantly before the fleet becomes zero-emission by 2037 at the latest, as electric and fuel-cell hydrogen buses become more efficient and cheaper to operate, and supporting infrastructure is put in place. Currently, there are 155 zero-emission electric and 10 fuel-cell buses in the fleet making it the largest zero emission bus fleet outside China.

## **VAWG 1**

### **Question No: 2019/9005**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will work with partner agencies and communities to develop and deliver a campaign that not only raises awareness of VAWG but also robustly tackles unacceptable attitudes to women and girls. We will bring partners together as a subgroup of the London VAWG Board to take this forward.

Please can you update me on the progress of this?

## **VAWG 1**

[The Mayor](#)

Last updated: 21 May, 2019

The MOPAC Annual Report will be published in July 2019 and will include an update on the progress of the VAWG Strategy commitments.

The Annual Report will be discussed at the September 2019 Police and Crime Committee (PCC). This will provide the opportunity for a wider discussion on the VAWG Strategy Commitments if members of the PCC wish.

**VAWG 2**

**Question No: 2019/9006**

[Susan Hall](#)

In your VAWG, you committed to:

Safer London will continue to deliver its Empower service aimed at reducing sexual violence and child sexual exploitation across London through groups work, work in schools and Young People's Advocates (YPAs)

Please can you update me on the progress of this?

**VAWG 2**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 3**

**Question No: 2019/9007**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will lobby the education sector, supporting calls for a proactive approach which challenges the normalisation of views and behaviours that facilitate VAWG

Please can you update me on the progress of this?

**VAWG 3**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 4**

**Question No: 2019/9008**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will fund and support the implementation of a whole school prevention pilot in four Croydon schools over three academic years.

This is focused on gangs, serious youth violence and violence against women and girls within the context of healthy relationships; resilience and enabling young people to make positive choices

Please can you update me on the progress of this?

**VAWG 4**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 5**

**Question No: 2019/9009**

[Susan Hall](#)

In your VAWG, you committed to:

The MPS will ensure that Safer Schools Officers tackle VAWG within schools as a priority issue

Please can you update me on the progress of this?

**VAWG 5**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 6**

**Question No: 2019/9010**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will convene local

authorities and the MPS to drive

forward work to ensure that tackling

VAWG is treated as a priority within

Pupil Referral Units

Please can you update me on the progress of this?

**VAWG 6**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 7**

**Question No: 2019/9011**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will look to the projects

and programmes we commission

to ensure that any agency working

with young people is capable of

supporting young men to be strong

in their commitment to equality and

healthy relationships, making this a

part of the tendering process

Please can you update me on the progress of this?

**VAWG 7**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 8**

**Question No: 2019/9012**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will work with the GLA

and the MPS towards achieving

accreditation from the UN,

endorsing London as a safe city, as

part of the UN Women's initiative

'Safe Cities and Safe Public Spaces'

Please can you update me on the progress of this?

**VAWG 8**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 9**

**Question No: 2019/9013**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will continue to support

efforts to encourage greater

reporting of any form of sexual

harassment, to improve the MPS'

intelligence picture of where these offences happen and enable a more targeted response

Please can you update me on the progress of this?

**VAWG 9**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 10**

**Question No: 2019/9014**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will join with partners including the MPS, local authorities and the business community in a Review Group to take forward the recommendations in the evaluation report for the Safeguarding in Public Spaces pilot project

Please can you update me on the progress of this?

**VAWG 10**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 11**

**Question No: 2019/9015**

[Susan Hall](#)

In your VAWG, you committed to:

TfL, the MPS, the British Transport



Police and the City of London Police  
will continue to work in partnership  
to tackle unwanted sexual behaviour  
on the transport system

Please can you update me on the progress of this?

**VAWG 11**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 12**

**Question No: 2019/9016**

[Susan Hall](#)

In your VAWG, you committed to:  
TfL and the MPS Road Traffic  
Policing Command will continue to  
work together to ensure taxis and  
private hire vehicles are as safe as  
possible

Please can you update me on the progress of this?

**VAWG 12**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 13**

**Question No: 2019/9017**

[Susan Hall](#)

In your VAWG, you committed to:  
The GLA and MOPAC will continue  
to coordinate prominent, crossdepartmental GLA campaigns

across London in order to keep  
women safe at night, to prevent  
harassment and encourage  
reporting

Please can you update me on the progress of this?

**VAWG 13**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 14**

**Question No: 2019/9018**

[Susan Hall](#)

In your VAWG, you committed to:

For all sectors to identify and  
encourage champions across the  
industry within businesses, local  
authorities and community groups  
that proactively promote women's  
safety at night and support women  
to report.

Please can you update me on the progress of this?

**VAWG 14**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 15**

**Question No: 2019/9019**

[Susan Hall](#)

In your VAWG, you committed to:

For the licensed premises industry  
to have appropriately trained staff,  
who are proactive and vigilant  
around women's safety at night.

This includes a duty to capture  
information and report to the police  
where appropriate

Please can you update me on the progress of this?

**VAWG 15**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 16**

**Question No: 2019/9020**

[Susan Hall](#)

In your VAWG, you committed to:

For every woman to be and feel  
believed when coming forward and  
for referrals to the VCS or other  
relevant support agencies to always  
be made where appropriate

Please can you update me on the progress of this?

**VAWG 16**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 17**

**Question No: 2019/9021**

[Susan Hall](#)

In your VAWG, you committed to:

For London to promote campaigns

that target and educate

perpetrators to change behaviours,

highlight examples of good practice

and to encourage reporting,

including bystander and third party

Please can you update me on the progress of this?

**VAWG 17**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 18**

**Question No: 2019/9022**

[Susan Hall](#)

In your VAWG, you committed to:

For the GLA and MOPAC to work

with the industry champions to build

an atmosphere of transparency and

safety for women who work at night

Please can you update me on the progress of this?

**VAWG 18**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 19**

**Question No: 2019/9023**

[Susan Hall](#)

In your VAWG, you committed to:

To empower women with the  
correct safety information and  
clear guidance to confidently use  
all public spaces

Please can you update me on the progress of this?

**VAWG 19**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 20**

**Question No: 2019/9024**

[Susan Hall](#)

In your VAWG, you committed to:

Ensure that planning and the  
built environment factor in and  
support women's safety at night,  
recognising good practice and  
existing campaigns across London  
and broaden them to cover all  
public spaces

Please can you update me on the progress of this?

**VAWG 20**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 21**

**Question No: 2019/9025**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will advise and support

on the development and

implementation of the Mayor's

Good Work Standard

Please can you update me on the progress of this?

**VAWG 21**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 22**

**Question No: 2019/9026**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC and the GLA will lead by

example, setting clear standards of

acceptable behaviour, encouraging

a culture of respect and ensuring

that all areas of City Hall and the

wider GLA family have in place goldstandard processes for reporting

abuse and harassment

Please can you update me on the progress of this?

**VAWG 22**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 23**

**Question No: 2019/9027**

[Susan Hall](#)

In your VAWG, you committed to:  
MOPAC will work with the GLA to ensure that City Hall has a victimcentred approach that supports those that do come forward, embedding a pathway in Human Resource policies across the GLA family  
Please can you update me on the progress of this?

**VAWG 23**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 24**

**Question No: 2019/9028**

[Susan Hall](#)

In your VAWG, you committed to:  
MOPAC will continue to use its convening powers and networks to increase awareness and understanding of VAWG, and encourage learning from other sectors such as healthcare, where concepts of emotional intelligence have been successfully embedded into their ways of working to improve the

experiences of service users

Please can you update me on the progress of this?

**VAWG 24**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 25**

**Question No: 2019/9029**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will await and evaluate

learning and evidence from the

Nottinghamshire pilot on using

misogyny as a criterion for

recording hate crime.

Please can you update me on the progress of this?

**VAWG 25**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 26**

**Question No: 2019/9030**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will convene and facilitate

discussions between key agencies

through the London VAWG

Coordinators forum and the

London VAWG Board to establish



the appropriate levels of risk  
identification training and specialist  
skills for front-line staff who  
potentially come into contact with  
victims of crime.

Please can you update me on the progress of this?

**VAWG 26**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 27**

**Question No: 2019/9031**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC and the Victims'

Commissioner will work with Safe

Lives, the MPS, the Community

Rehabilitation Company and HMPPS

to establish a Review Group to

develop and implement an approach

in which risk is considered at an

earlier stage in a victim's journey

through the justice process, working

with disclosure schemes such as

Clare's Law to ensure the safety of

potentially vulnerable people

Please can you update me on the progress of this?

**VAWG 27**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 28**

**Question No: 2019/9032**

[Susan Hall](#)

In your VAWG, you committed to:

With all key partner agencies, such as the MPS and local authorities, MOPAC will facilitate discussion on whether the Domestic Abuse, Stalking and Honour-based violence (DASH) risk assessment currently used by the police and specialist agencies, could be used more widely to help identify who is at risk.

As part of this work we will look at existing risk assessment tools which seek to prevent perpetrating behaviour and likelihood of domestic and sexual abuse.

Please can you update me on the progress of this?

**VAWG 28**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 29**

**Question No: 2019/9033**

[Susan Hall](#)

In your VAWG, you committed to:

The MPS will introduce enhanced training for officers on the first response to domestic incidents

Please can you update me on the progress of this?

**VAWG 29**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 30**

**Question No: 2019/9034**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will scrutinise the work of the MPS and CPS in improving the quality of evidence provided to prosecutors

Please can you update me on the progress of this?

**VAWG 30**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 31**

**Question No: 2019/9035**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will hold the MPS to account

for delivering on the investment in key technologies such as body-worn video, digital forensic technology and core IT systems, and ensuring that they impact positively on VAWG cases

Please can you update me on the progress of this?

**VAWG 31**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 32**

**Question No: 2019/9036**

[Susan Hall](#)

In your VAWG, you committed to:

The MPS will report on the impact of the BCU programme in relation to VAWG offences

Please can you update me on the progress of this?

**VAWG 32**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 33**

**Question No: 2019/9037**

[Susan Hall](#)

In your VAWG, you committed to:

The MPS will use HR data and visits to investigation teams to scrutinise

the workload of officers involved  
in VAWG cases to ensure they have  
the time and resource they need to  
deliver the right response

Please can you update me on the progress of this?

**VAWG 33**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 34**

**Question No: 2019/9038**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC, the MPS and the Probation

Service will work together to

analyse domestic and sexual

offenders as a 'cohort of interest',

so that we can build a better

picture of who and where these

offenders are

Please can you update me on the progress of this?

**VAWG 34**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 35**

**Question No: 2019/9039**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will feed analysis on domestic and sexual violence offenders into an interactive data dashboard for police and partner agencies to use

Please can you update me on the progress of this?

**VAWG 35**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 36**

**Question No: 2019/9040**

[Susan Hall](#)

In your VAWG, you committed to:

The MPS will review practices regarding evidence gathering from technology

Please can you update me on the progress of this?

**VAWG 36**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 37**

**Question No: 2019/9041**

[Susan Hall](#)

In your VAWG, you committed to:

The MPS will continue its Dauntless+ programme, which identifies, monitors and disrupts individuals

who are often deliberately transient,  
target vulnerable individuals and  
pose an ongoing risk to others  
through their violent offending  
behaviour

Please can you update me on the progress of this?

**VAWG 37**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 38**

**Question No: 2019/9042**

[Susan Hall](#)

In your VAWG, you committed to:

The National Probation Service  
(NPS), Community Rehabilitation  
Company (CRC) and the MPS will  
work together to improve the flow  
of information between them to  
support cases and identify more  
strategic learning on how the police  
respond to early identification of  
high risk

Please can you update me on the progress of this?

**VAWG 38**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 39**

**Question No: 2019/9043**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will convene a meeting with local authority and criminal justice service partners to establish the current use of risk assessments and encourage better sharing of knowledge around risk assessments for individuals suspected of or being treated for spousal or family related assault, helping better determine the degree to which an individual poses a threat to his/her spouse, children, family members and others, ultimately helping to prevent further offending

Please can you update me on the progress of this and when did the meeting take place?

**VAWG 39**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 40**

**Question No: 2019/9044**

[Susan Hall](#)

In your VAWG, you committed to:

The MPS will review its practices around arrest by appointment, to provide assurance that it is used



appropriately and with due regard  
to risk management and the needs  
of the victim.

Please can you update me on the progress of this?

**VAWG 40**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 42**

**Question No: 2019/9045**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will continue to support  
calls for the creation of a register  
system for domestic abuse  
and harassment perpetrators,  
pushing for it to be included in the  
forthcoming Domestic Violence Bill

Please can you update me on the progress of this?

**VAWG 42**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 43**

**Question No: 2019/9046**

[Susan Hall](#)

In your VAWG, you committed to:

With the MPS, CRC, HMPPS, MOPAC  
will review what more can be done

to improve compliance with license  
conditions

Please can you update me on the progress of this?

**VAWG 43**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 44**

**Question No: 2019/9047**

[Susan Hall](#)

In your VAWG, you committed to:

Embed the Drive Project within  
the work of the MPS, challenging  
perpetrators of domestic abuse to  
change their behaviour.

Please can you update me on the progress of this?

**VAWG 44**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 45**

**Question No: 2019/9048**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will lobby the Sentencing  
Council to seek a change to current  
practice, where there are small,  
if any, consequences for nonattendance at behaviour-change  
programmes for perpetrators after

release

Please can you update me on the progress of this?

**VAWG 45**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 46**

**Question No: 2019/9049**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will work with the CRC and

Probation to understand whether

existing drug, alcohol and mental

health programmes adequately

address an intersection between

these issues and VAWG

Please can you update me on the progress of this?

**VAWG 46**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 47**

**Question No: 2019/9050**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will lobby the Government

for changes in the law to enable

the prosecution of perpetrators

of 'upskirting' and for tougher

sentences for those convicted of such offences.

Please can you update me on the progress of this?

**VAWG 47**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 48**

**Question No: 2019/9051**

[Susan Hall](#)

In your VAWG, you committed to:

A partnership involving MOPAC, the MPS, the NHS and the Suzy Lamplugh Trust will establish a new Stalking Threat Assessment Centre, based within the MPS, to assess the risk of offending and put appropriate treatment and management plans in place to address stalking behaviour

Please can you update me on the progress of this?

**VAWG 48**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 49**

**Question No: 2019/9052**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC and the MPS will continue to assess and address the emerging issues around the use of livestreaming to harass women and girls, such as the filming and broadcasting of women visiting abortion clinics

Please can you update me on the progress of this?

**VAWG 49**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 50**

**Question No: 2019/9053**

[Susan Hall](#)

In your VAWG, you committed to: MOPAC and the MPS will continue to discuss and address any future risks to women and girls arising from technological advances

Please can you update me on the progress of this?

**VAWG 50**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 51**

**Question No: 2019/9054**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will commit £200k from its Victims Fund to support the London Councils Harmful Practices programme

Please can you update me on the progress of this?

**VAWG 51**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 52**

**Question No: 2019/9055**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will continue to lead and develop the newly-established London Modern Slavery Partnership Board, sharing intelligence and best practice, pooling resources and developing new approaches to tackle the criminals behind these crimes.

Please can you update me on the progress of this?

**VAWG 52**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 53****Question No: 2019/9056**[Susan Hall](#)

In your VAWG, you committed to:

The Victims' Commissioner for London will lead and complete a review of adherence to the Victims' Code of Practice throughout London. Where it is found that the Code is not being fully adhered to, the Victims' Commissioner will work with partners to address these shortcomings, ensuring that victims can have confidence in a standard level of quality service from all parts of the justice process.

Please can you update me on the progress of this?

**VAWG 53**[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 54****Question No: 2019/9057**[Susan Hall](#)

In your VAWG, you committed to:

MOPAC, the Victims' Commissioner, the MPS and CJS will explore innovative approaches to victims giving evidence, including prerecorded evidence

Please can you update me on the progress of this?

**VAWG 54**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 55**

**Question No: 2019/9058**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC and the Victims'

Commissioner will continue to

push the MPS to ensure that all

victims can make a Victim Personal

Statement and understand their

rights regarding how this can be

presented in courts

Please can you update me on the progress of this?

**VAWG 55**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 56**

**Question No: 2019/9059**

[Susan Hall](#)

In your VAWG, you committed to:

Roll out a pilot for Section 28 of

the Youth Justice and Criminal

Evidence Act 1999 with HMCTS

and other justice partners, which



allows vulnerable and intimidated witnesses such as children to video record their cross-examination before a trial, rather than have to face reliving their trauma in the courtroom.

Please can you update me on the progress of this?

**VAWG 56**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 57**

**Question No: 2019/9060**

[Susan Hall](#)

In your VAWG, you committed to: MOPAC and the MPS will work together to integrate MOPAC commissioned Victim Support services with the MPS-managed Witness Care Unit, as part of a three-year change programme that will transform the currently siloed and disparate range of victim and witness services into an integrated service that meets the diverse and individual needs of all victims in London.

Please can you update me on the progress of this?

**VAWG 57**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 58**

**Question No: 2019/9061**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC and the Victims'

Commissioner will provide a

comprehensive response to the

consultation on the Government's

Domestic Violence and Abuse

Bill, seeking the views of all

organisations involved in tackling

VAWG in London and ensuring that

the voices of survivors are heard

Please can you update me on the progress of this?

**VAWG 58**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 59**

**Question No: 2019/9062**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will fund and work with

partners to develop and launch an

online portal for victims of crime –

providing a single point for victims

to find out about the services  
available to them in London and  
enabling them to get in touch

Please can you update me on the progress of this?

**VAWG 59**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 60**

**Question No: 2019/9063**

[Susan Hall](#)

In your VAWG, you committed to:

The Victims' Commissioner, the  
MPS and the CPS will conduct  
a 'deep-dive' study into rape  
cases in London, to improve our  
understanding of the victim's  
experience, identify common points  
of attrition, and guide future service  
provision in the capital

Please can you update me on the progress of this? And if complete, can you provide a copy of the study?

**VAWG 60**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 61**

**Question No: 2019/9064**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC and the Victims'

Commissioner will call on the

Government to ensure that

the 'presumption of parental

involvement' should always

consider the significant implications

of contact when one parent is at

high risk of offending, ensuring

that the presumption does not put

children in harm's way

Please can you update me on the progress of this?

**VAWG 61**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 62**

**Question No: 2019/9065**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC and the Victims'

Commissioner will call on the

Government to enshrine in law

measures that require civil courts –

such as family courts - to recognise

and have regard to criminal

proceedings and other safety-based

restrictions

Please can you update me on the progress of this?

**VAWG 62**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 63**

**Question No: 2019/9066**

[Susan Hall](#)

In your VAWG, you committed to:

The MPS and Victim Support will produce and analyse victim benchmarking data on victim satisfaction, to enable a better understanding of the need for training around safeguarding issues and coercive control.

Please can you update me on the progress of this?

**VAWG 63**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 64**

**Question No: 2019/9067**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC, with the Pan-London Domestic Violence Service, will develop and implement an approach to enable victims to access IDVA support in criminal, civil and family

courts

Please can you update me on the progress of this?

**VAWG 64**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 65**

**Question No: 2019/9068**

[Susan Hall](#)

In your VAWG, you committed to:

The Victims' Commissioner will convene all the agencies and groups with an interest in this issue, to share information and research and to make joint recommendations for safe reporting routes for these highly vulnerable women and girls

Please can you update me on the progress of this?

**VAWG 65**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 66**

**Question No: 2019/9069**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC and the Victims' Commissioner will, in partnership with the London VAWG Board,

examine the case for a London-wide accreditation or quality standard for VAWG services, to build confidence and provide a means of recourse for service users dissatisfied with their experience.

Please can you update me on the progress of this?

**VAWG 66**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 67**

**Question No: 2019/9070**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will use the learning

from the Pan-London Domestic

Violence Service to inform future

development of the service

Please can you update me on the progress of this?

**VAWG 67**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 68**

**Question No: 2019/9071**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will sustain funding for

the three London Sexual Assault Referral Centres (also known as the Havens), which treat female and male victims of sexual assault, and the four London Rape Crisis Centres

Please can you update me on the progress of this?

**VAWG 68**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 69**

**Question No: 2019/9072**

[Susan Hall](#)

In your VAWG, you committed to:  
MOPAC will commission a new single specialist victim and witness service that is designed with and for London's children and young people, handling all crime types including VAWG

Please can you update me on the progress of this?

**VAWG 69**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.



**VAWG 70**

**Question No: 2019/9073**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will fund youth workers and

Independent Domestic Violence

Advisors to support victims of

knife crime, gang crime, domestic

abuse and sexual exploitation in

London's four major trauma centres

to prevent repeat victimisation.

We will take this work further and

extend the programme to key A&E

departments in boroughs that have

high levels of knife crime

Please can you update me on the progress of this?

**VAWG 70**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 72**

**Question No: 2019/9074**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC and the Victims'

Commissioner will engage with the

Home Office to discuss how support

can be improved for victims of FGM

Please can you update me on the progress of this?

**VAWG 72**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 73**

**Question No: 2019/9075**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC and the Victims'

Commissioner will engage with the

Foreign and Commonwealth Office

to discuss whether and how better

support could be offered to women

and girls subjected to FGM who

live in London, but are victimised

abroad

Please can you update me on the progress of this?

**VAWG 73**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 74**

**Question No: 2019/9076**

[Susan Hall](#)

In your VAWG, you committed to:

A review group will be convened by

the London VAWG Board to review

and ensure that MARACs function

effectively. This includes ensuring

that the Pan London DV service fully supports the effective running of local MARACs and reviewing the capacity of MARACs to exercise their responsibilities regarding tackling perpetrators

Please can you update me on the progress of this?

**VAWG 74**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 75**

**Question No: 2019/9077**

[Susan Hall](#)

In your VAWG, you committed to: MOPAC will work together with HMCTS and the Pan-London Domestic Violence Service to enable victims to access IDVA support in both criminal and family courts

Please can you update me on the progress of this?

**VAWG 75**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 76**

**Question No: 2019/9078**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will invite bids for new VAWG services made through the new co-commissioning element of the London Crime Prevention Fund and support implementation of the successful applications

Please can you update me on the progress of this?

**VAWG 76**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 77**

**Question No: 2019/9079**

[Susan Hall](#)

In your VAWG, you committed to:

In partnership with NHS England and the MPS, MOPAC will open London's first Child House – providing investigative, medical and emotional support in one place to young victims of sexual violence

Please can you update me on the progress of this?

**VAWG 77**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 78****Question No: 2019/9080**[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will review its commissioned support services to ensure they are equipped to meet the needs of victims of online offences, and consult with partners on whether lobbying is required to strengthen the laws around this kind of offending. This will include raising the profile of support services for victims of online crime, so that victims of crime are aware of the help available to them

Please can you update me on the progress of this?

**VAWG 78**[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 79****Question No: 2019/9081**[Susan Hall](#)

In your VAWG, you committed to:

We will lobby the Government to create an online standard for internet companies, introducing an ombudsman to invigilate the online

space

Please can you update me on the progress of this?

**VAWG 79**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 80**

**Question No: 2019/9082**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will meet with the NHS and

conduct a feasibility study into

expanding the NHS IRIS Model to

encompass wider forms of VAWG

beyond domestic abuse

Please can you update me on the progress of this?

**VAWG 80**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 81**

**Question No: 2019/9083**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will meet with Directors of

Public Health to explore VAWG as a

priority issue. Specifically enabling

better access to mental health

services for those currently trying

to access support

Please can you update me on the progress of this?

**VAWG 81**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 82**

**Question No: 2019/9084**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will ensure that dispelling  
myths regarding alcohol/drug abuse  
and domestic violence feature  
as part of our wider approach to  
challenging in harmful attitudes  
toward women through the Pan  
London VAWG campaign and  
associated VAWG Board subgroup

Please can you update me on the progress of this?

**VAWG 82**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 83**

**Question No: 2019/9085**

[Susan Hall](#)

In your VAWG, you committed to:

The Pan-London Housing Reciprocal  
will continue to look to raise

awareness of its services and bring

in additional Housing Associations

Please can you update me on the progress of this?

**VAWG 83**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 84**

**Question No: 2019/9086**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will conduct a review

into the lack of connection

between child safeguarding and

domestic abuse approaches in

London. This review will focus

on better communication and

links between CSE / MASH

practitioners and domestic abuse

/ MARAC stakeholders to increase

consistency of approach and

appropriate safeguarding which

also recognises the nature of

domestic abuse and VAWG

Please can you update me on the progress of this?

**VAWG 84**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.



**VAWG 85****Question No: 2019/9087**[Susan Hall](#)

In your VAWG, you committed to:  
MOPAC and GLA Housing will jointly explore options for pan-London commissioning of refuges and other safe accommodation, particularly for those who have no recourse to public funds.

Please can you update me on the progress of this?

**VAWG 85**[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 85**[The Mayor](#)

Last updated: 09 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 86****Question No: 2019/9088**[Susan Hall](#)

In your VAWG, you committed to:  
MOPAC will engage with the London Housing and Domestic Abuse Strategy Group to jointly explore the relationship between domestic abuse, prostitution and homelessness to seek solutions to minimise these risks to women

Please can you update me on the progress of this?

**VAWG 86**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 87**

**Question No: 2019/9089**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will work with the London  
VAWG Board and London Heads of  
Community Safety to put into place  
a strategic response across London  
to encourage women to leave  
prostitution

Please can you update me on the progress of this?

**VAWG 87**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 88**

**Question No: 2019/9090**

[Susan Hall](#)

In your VAWG, you committed to:

MOPAC's Directorate of Audit,  
Risk and Assurance will conduct  
and complete an audit of the MPS  
response to prostitution

Please can you update me on the progress of this? Please can you also provide a copy of the audit?

**VAWG 88**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 89**

**Question No: 2019/9091**

[Susan Hall](#)

In your VAWG, you committed to:

The MPS, the MPS Sex Workers

Advisory Group and MOPAC to work

together on a pan-London approach

to reducing on-street prostitution,

emphasising the use of a problemsolving approach

Please can you update me on the progress of this?

**VAWG 89**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 90**

**Question No: 2019/9092**

[Susan Hall](#)

In your VAWG, you committed to:

We will work with agencies

with specialist knowledge of

underrepresented groups to ensure

the services MOPAC commission

are sufficiently accessible and

encourage partners to do the same

Please can you update me on the progress of this?

**VAWG 90**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 91**

**Question No: 2019/9093**

[Susan Hall](#)

In your VAWG, you committed to:

We will work closely with partners  
to develop a sustainable funding  
model for female offender services

Please can you update me on the progress of this?

**VAWG 91**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 92**

**Question No: 2019/9094**

[Susan Hall](#)

In your VAWG, you committed to:

We will work with the MPS to run a  
Female Offender Diversion Pilot that  
will divert women away from the  
formal criminal justice system and  
into appropriate support services

Please can you update me on the progress of this?

**VAWG 92**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**Trees****Question No: 2019/9095**[Tony Arbour](#)

How many trees under this mayoralty have been planted?

**Trees**[The Mayor](#)

Last updated: 21 May, 2019

Further to my response to Mayor's Question 2018/5484, since May 2016, the GLA and the functional bodies have recorded planting 175,000 trees. This is more than were planted over the two terms of the previous mayoral administration.

Over this period, members of the London Tree Partnership have planted at least 70,000 additional trees (figures for this winter are not currently available). As reporting by the Partnership is voluntary this figure underestimates the number of trees they have planted.

Data is not collected on trees planted by homeowners (except through my tree giveaways), other public bodies, developers or businesses.

Applications for my Community Tree Planting Grants are open until 24 June 2019 to support more tree planting next winter. I encourage community groups, boroughs, schools and charities to apply.

I have also set aside £1.5 million to create new woodlands and will be announcing these projects later this year.

**ULEZ****Question No: 2019/9096**[Tony Arbour](#)

How many non compliant vehicles have entered the ULEZ since its launch?

**Answer for ULEZ**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**ULEZ**[The Mayor](#)

Last updated: 27 September, 2019

I released this information in my "Central London Ultra Low Emission Zone – Four Month Report" published on 17 September 2019.

I am pleased to note that thousands of drivers in London have changed their behaviour since the ULEZ launched on 8 April 2019. As outlined in the report, in the first four months of operation, the compliance rate with the ULEZ standards was around 75 per cent in a 24-

hour period, and 73 per cent in congestion charging hours – a huge increase from 39 per cent in February 2017, and 61 per cent in March 2019 (congestion charging hours).

There were around 12,500 fewer older, more polluting, non-compliant vehicles seen in the zone on an average day (excluding non-typical days), a reduction of over a quarter (35 per cent).

It should be noted that the data will build over time to give a clearer picture of the longer term rates of compliance.

## Buses

### Question No: 2019/9097

[Tony Arbour](#)

Would the Mayor state the current price of hydrogen buses in comparison to electric?

## Buses

[The Mayor](#)

Last updated: 21 May, 2019

The estimates in the table below are indicative and can range significantly with the volume of buses ordered, carrying capacity, operating range and vehicle specification chosen. The total operating costs over the life of the bus must be taken into account to assess the overall value for money. Vehicle costs are estimates because operators bid for route contracts and procure or lease vehicles in relation to contracts they win.

<b>Bus Type</b>	<b>Indicative Unit Cost</b>
Pure-electric single deck	£350,000
Pure-electric double deck	£425,000
Fuel-cell single deck	£475,000
Fuel-cell double deck	£500,000

## Directly elected Borough Mayors

### Question No: 2019/9098

[Tony Devenish](#)

Will you support the call of Hammersmith & Fulham residents' to trigger a ballot to follow the lead of the Government which you were a member of , which led to directly elected Borough Mayors in Hackney, Lewisham, Newham , Tower Hamlets?

## Directly elected Borough Mayors

[The Mayor](#)

Last updated: 21 May, 2019

This is a decision for the residents of Hammersmith and Fulham.

## **London Capital & Finance**

**Question No: 2019/9099**

[Tony Devenish](#)

What can you do to ensure that another scandal like the one with London Capital & Finance does not happen again?

## **London Capital & Finance**

[The Mayor](#)

Last updated: 21 May, 2019

I was appalled to hear about that thousands of small-scale investors who lost their savings by investing with London Capital & Finance would not be able to claim for compensation.

I understand that the Government has ordered an investigation of the Financial Conduct Authority's supervision of London Capital & Finance. Once we get the findings from that investigation all parties will hopefully better be able to understand the circumstances that led to recent events so that regulations can be put in place.

I am also aware that the Financial Services Compensation Scheme said it would be open to exploring whether there are grounds for compensation, having reversed their earlier position that investors would not be able to lodge claims. This is a position I support wholeheartedly and furthermore Government has to ensure this is not allowed to happen again to future investors.

## **South Kensington Station Post Office**

**Question No: 2019/9100**

[Tony Devenish](#)

What is your view about the lack of a Post Office and/or suitability of a subpostmaster set up close to South Kensington underground station? A number of residents are very concerned about the proposed closure of the South Kensington Station Post Office and would like to know your view on this issue.

## **South Kensington Station Post Office**

[The Mayor](#)

Last updated: 21 May, 2019

I understand that in South Kensington, the Post Office's lease on the building has expired and they have decided to take this opportunity to review service provision in the area.

My officers have been in touch with the Post Office who have informed us that they have completed a public consultation on the proposed closure at South Kensington Station branch. As part of that process they have provided details of five alternative Post Office

branches that customers can access Post Office services from, as follows (including distance from the current branch):

- Gloucester Road: 0.6 miles
- Fulham Road: 0.8 miles
- Knightsbridge (DMB): 0.9 miles
- Worlds End (DMB): 1 mile
- Battersea Bridge Road: 1.4 miles

The public consultation asked for feedback on customer access to and into alternative branches and any local community issues that could be affected by the proposal. The consultation closed on 27 March and the feedback received is currently being reviewed.

## World Heritage Sites

### Question No: 2019/9101

[Tony Devenish](#)

Will you instruct the LFB to undertake a full review post the Notre-Dame fire to ensure our world heritage sites would never suffer such total devastation?

### Answer for World Heritage Sites

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## World Heritage Sites

[The Mayor](#)

Last updated: 20 August, 2019

The London Fire Brigade (LFB) fire safety inspection programme includes working with heritage sites across London. The fire safety team includes heritage protection experts who work with museums, art galleries and buildings of historic importance. A heritage co-ordinator works with operators of heritage sites, such as English Heritage and Royal Palaces, to assist and support them. This includes reviewing their emergency plans, salvage plans and out of hours response plans. Emergency response to heritage sites is also actively practiced through exercises which take place at key sites such as the Tower of London, St Paul's and Guildhall.

Since the Notre-Dame fire, LFB has written to heritage sites across London with detailed guidance on important issues such as identifying items of historical value, prioritising items to be removed first and knowing how to remove them safely. This has been shared with Historic England for online distribution and inclusion in specialist heritage publications and is on the LFB website.



**Greenhouse Gases****Question No: 2019/9102**[Tony Devenish](#)

What specific steps are you taking following reports that greenhouse gases from aeroplanes have more than doubled from 17.1 tonnes of carbon dioxide equivalent in 1990 to 35.5 m tonnes in 2016?

**Greenhouse Gases**[The Mayor](#)

Last updated: 21 May, 2019

As highlighted in the Committee on Climate Change report on Net Zero, aviation is a sector with very few near term opportunities for decarbonisation, and improvements in aircraft efficiency have historically been offset by increased demand for air travel.

Emissions reductions will come from a combination of improvements in fuel efficiency, constraints on demand growth, switching to alternative fuels, hybrid electric aircraft, etc. London is committed to playing its role, but real change can only be realised if the international aviation sector steps up and accelerates investment in these technologies, with the UK taking a leadership role.

Whilst I am making the best use of the levers within my control, such as planning, I continue to lobby the government in areas where I have limited power to act, such as airport expansion. Part of my opposition to expansion at Heathrow was due to the negative impact it would have on London's long-term carbon budget. Through my transport strategy, I encourage Londoners to use lower carbon forms of transport, and it is important to remember our rail links can replace aviation for short haul flights to the UK and Europe.

**Minimum Wage compliance****Question No: 2019/9103**[Tony Devenish](#)

What discussions have you had with Sir David Metcalf, the Minimum Wage enforcer regarding compliance , especially SME compliance in London ?

**Minimum Wage compliance**[The Mayor](#)

Last updated: 21 May, 2019

My team met with Sir David Metcalf to discuss Minimum Wage enforcement in London in 2018.

I believe businesses should pay workers the wages they are entitled to by law in the UK, and it is important that this is properly enforced. However, I have been clear that I would like to see all Londoners paid at least the London Living Wage and I have put this at the heart of my Good Work Standard.

**101 charges****Question No: 2019/9104**[Tony Devenish](#)

Will you commit to lobby to remove 101 phone charges in London

**Answer for 101 charges**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**101 charges**[The Mayor](#)

Last updated: 22 July, 2019

I welcome the Home Secretary's announcement that the police non-emergency 101 number will become free of charge to the public and paid for by the Home Office.

All efforts should be made to ensure the police are as easily accessible as possible and it is right that this charge is dropped.

**Contribution by Chelsea****Question No: 2019/9105**[Tony Devenish](#)

What contribution does Chelsea making to policing football games at Stamford Bridge?

**Contribution by Chelsea**[The Mayor](#)

Last updated: 12 June, 2019

The MPS receives money from football clubs through a Special Police Services (SPS) agreement. Following the Leeds FC v West Yorkshire Police court judgement, this can only cover those officers the clubs asks for within its footprint. The cost of policing Chelsea FC at Stamford Bridge, and the money recovered under SPS, for the last three seasons is below:

**2016/2017****Cost**

£845,631.90

**2017/2018****Cost**

£936,252.84

**2018/2019****Cost**

£1,135,843

**Answer for Contribution by Chelsea**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Police cells****Question No: 2019/9106**

[Tony Devenish](#)

What contingency plans do the Met have if 300 protesters have caused the police to run out of cells?

**Answer for Police cells**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Police cells**

[The Mayor](#)

Last updated: 12 June, 2019

The Metropolitan Police Service (MPS) has a custody estate of 592 cells available across 23 suites operating 24 hours a day and 7 days a week. There are 8 contingency suites (totalling 149 cells), which are not in everyday use, but are available for immediate use should the need arise.

In addition, the MPS has mutual aid agreements with neighbouring forces to use their custody facilities in extremis. This agreement has not been activated since the establishment of the Met Detention command in 2015.

**Eco protests****Question No: 2019/9107**

[Tony Devenish](#)

Please provide the cost with a breakdown for the policing of the April eco protests in central London?

**Answer for Eco protests**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Eco protests**

[The Mayor](#)

Last updated: 03 June, 2019

On 2 May 2019, the Metropolitan Police Commissioner stated that the estimated extra costs of policing the Extinction Rebellion event ran to more than £7 million. Precise figures are still to be finalised and will be announced in due course. Given the financial pressures faced by the Met, I have written to the Home Secretary to inform him that I intend to support the Met's claim on the Special Grant to reimburse the Met for the cost of policing these protests.

**Crimes not investigated****Question No: 2019/9108**[Tony Devenish](#)

For each of the financial years 2016/17, 2017/18 and 2018/19, how many crimes have not been investigated by crime type?

**Crimes not investigated**[The Mayor](#)

Last updated: 21 May, 2019

All crimes receive an initial investigation by the reporting officer. Further investigation is according to the MPS Crime Assessment Principles policy which helps officers strike a proportionate balance between the resources applied to any secondary investigation and the likely outcome of such an investigation.

A crime is only 'screened out' after the initial investigation by the reporting officer has been reviewed by a local crime manager, and the circumstances are such that there are no further lines of enquiry to be actively pursued. This does not mean that the investigation is complete. Any further evidence could be assessed and investigated accordingly.

**Moped crime****Question No: 2019/9109**[Tony Devenish](#)

Moped thieves recently mugged a teenager in Brackenbury Village, demanding his phone, despite it not being on display. What are you doing to tackle such crimes?

**Moped crime**[The Mayor](#)

Last updated: 03 June, 2019

Both the MPS and I recognise moped crime as a serious concern and that aside from the initial theft, mopeds are being used to conduct a range of other crimes from personal theft to serious robberies, and incidents where victims are left severely injured.

The MPS are cracking down on perpetrators and have been carrying out intelligence-led operations, including at moped-related crime hotspots such as London's main shopping streets, which have led to increased arrests and a stem in the rise of this sort of crime in London. Targeted intelligence-led operations, increased arrests, new tactics and joint working has started to stem the rise in the levels of moped enabled theft and crime in London.

The MPS also has a clear communications plan, which aims to promote the importance of personal security and safety and provide the public with key advice and security messages as well as information on how to report crime. 'Look Up, Look Out' is the latest message of the MPS's 'Be Safe' publicity campaign to support operational policing to tackle moped crime. This phase of the campaign is about encouraging Londoners to take steps to protect themselves and their property – particularly mobile phones – when in public. The campaign was launched in September 2018. Whilst not complacent, there has been a steady decline in moped crime and moped enabled crime since summer 2017. In the year leading up to January 2018, recorded moped enable crime was at its highest. Latest figures show a 74 per cent reduction of moped enabled crime from January 2018 to April 2019.

### **Answer for Moped crime**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Motorcycle and Scooter Noise**

**Question No: 2019/9111**

[Tony Devenish](#)

I received the following question from a constituent: With the proliferation of Uber Eats and Deliveroo there seems to be a large increase in motorcycle and scooter use and associated noise in London. The drivers seem to take little care in maintaining their engines and rev them loudly in the night-time hours when most people are sleeping. Similarly, there are many "super cars" on the road which seem to be specially configured to produce enormous noise probably for the sole purpose of getting attention. Can something be done to crack down on this behaviour which disrupts ordinary residents?

### **Motorcycle and Scooter Noise**

[The Mayor](#)

Last updated: 21 May, 2019

The external noise emitted by passenger vehicles is controlled under the Road Vehicles (Construction and Use) Regulations 1986, as amended. All vehicles are required to meet strict noise limits before they are permitted to enter into service and it is illegal to modify the exhaust system of a vehicle to make it noisier than that permitted for the vehicle type.

For vehicles with modified exhausts, it is a legal requirement for a motor vehicle to have an effective silencer and for pollution control equipment to be fully functional. Both of these elements are covered by a vehicle's annual MOT inspection.

The responsibility for this type of enforcement lies with the Driver and Vehicle Standards Agency (DVSA) and the police. They carry out spot checks and intelligence-led enforcement to address the issue.

More broadly, my Transport Strategy sets out how Transport for London, working with the boroughs, will reduce the number of Londoners exposed to excessive noise from road transport. This includes reducing traffic volumes by encouraging people to walk, cycle and use public transport and supporting the uptake of low and zero emission vehicles for example.

### **C1 Bus**

**Question No: 2019/9112**

[Tony Devenish](#)

Will you advise the Assembly of the frequency and capacity of the C1 bus White City to Victoria Station? Given many of my constituents report that this bus is almost empty by the time it reaches Belgravia, would TfL consider reducing the size of this bus?

### **C1 Bus**

[The Mayor](#)

Last updated: 24 May, 2019

Transport for London (TfL) reduced the frequency on route C1 from six to five buses per hour in July 2017. Capacity has been reviewed since then and is well matched to demand at the busiest point (Earl's Court station) towards Victoria in the morning peak. Reducing the size of the bus would create crowding on route C1.

### **Answer for C1 Bus**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Fibre Broadband Access**

**Question No: 2019/9113**

[Tony Devenish](#)

Do you think it is acceptable that Trevor Street and Trevor Square do not have access to fibre broadband unless individual residents pay £3000 for installation and a further £3000 per year rental? If not what do you plan to do to address the situation?

### **Fibre Broadband Access**

[The Mayor](#)

Last updated: 03 June, 2019

At present, Ofcom's Connected Nations data shows that full fibre coverage in London is around 11 per cent. From our work with network operators we know that there is

investment in full fibre happening in pockets of London but typically providers may target the same commercially attractive areas first for maximum returns, leaving other areas poorly served.

Since 2016 there has been a step-change in our approach at City Hall. The Connected London team, established in Autumn 2017, now works with London's 32 local authorities helping better co-ordination with digital infrastructure providers to enable direct investment into fibre and mobile infrastructure in underserved areas in London. Work to mobilise the Transport for London underground assets for a city-wide fibre spine is progressing and we have made a series of significant investments to maximise the impact of the TfL Connected London network through with boroughs across London.

Residents and businesses may be eligible for funding through the government's Gigabit Voucher Scheme. More information can be found at <https://gigabitvoucher.culture.gov.uk/>

### **Answer for Fibre Broadband Access**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Number 10 bus route**

**Question No: 2019/9114**

[Tony Devenish](#)

A number of my constituents have complained to me about the 23 bus route and have made clear they believe the old 10 bus route was far superior. Will you consult on bringing back the number 10 bus route?

### **Number 10 bus route**

[The Mayor](#)

Last updated: 21 May, 2019

Following a public consultation, Transport for London (TfL) merged bus route 23 with route 10 (which has been withdrawn) to provide a link between Hammersmith and Westbourne Park via Marble Arch. TfL is aware of local concerns about the length of the newly configured route 23 and is actively engaging with local councillors and stakeholders about these.

The bus route changes were made as part of plans to reduce the number of buses on Oxford Street to improve the pedestrian environment.

While there are no plans to consult on this route in the near future, TfL welcomes the feedback of its customers and regularly reviews the way the bus network operates. TfL will continue to consider feedback received about the route when making any future changes.

**Tube Noise Letter - Response****Question No: 2019/9115**[Tony Devenish](#)

Residents of Devonshire Close and Devonshire Street sent TfL a letter on 29th October 2018 with concrete proposals to deal with the unacceptable levels of Tube noise they suffer. Do you think it's acceptable that they had yet to receive a full response by the end of April this year?

**Tube Noise Letter - Response**[The Mayor](#)

Last updated: 21 May, 2019

I understand that the Managing Director of London Underground's office wrote to the residents' representative on 25 February 2019 explaining that recent rail improvement works had reduced noise and an update would be provided on any future planned work. The challenge of using resilient track fixings at the site, as suggested by the resident, was also explained.

Transport for London (TfL) is currently assessing if there are any future mitigations that could be carried out to further reduce noise to properties that may still be affected.

I have asked TfL to provide you and the residents' representative with an update regarding Devonshire Close and Devonshire Street within 10 working days.

**Consultation Awareness****Question No: 2019/9117**[Tony Devenish](#)

Regardless of the merits of the proposal, I have been contacted by a number of constituents concerned about the lack of publicity over your plans for segregated cycling between Wood Lane and Notting Hill Gate. What efforts have you made to involve local media in spreading awareness of this consultation? Will you extend the consultation until 30th June?

**Answer for Consultation Awareness**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Consultation Awareness**[The Mayor](#)

Last updated: 03 June, 2019

Transport for London (TfL) has a consistent approach to public consultations. This consultation is running for a six week period from 1 May to 16 June, consistent with comparable schemes such as Cycle Superhighway 9.



As part of the consultation, TfL is running an online advertising campaign, as well as adverts in local press, including The West End Extra on 23 May; Ealing Gazette on 3, 10 and 24 May, and Kensington, Chelsea & Westminster Today on 13 May. TfL also sent a press release to regional and local media and has directly contacted key stakeholders. TfL has also sent more than 28,000 letters to local residents and businesses, publicised the consultation using social media, and sent 180,000 emails to registered customers. The story has been covered in the Evening Standard (print edition), as well as in the Ealing Times, My London and ShepherdsBushW12.

Consultation drop in sessions are being held on 13 and 28 May in the Royal Borough of Kensington & Chelsea, and on 5 and 8 June in the London Borough of Hammersmith and Fulham, allowing members of the public to view the proposals and ask questions of TfL. To support these events, TfL will distribute leaflets to local community venues, visit local businesses, and hand out leaflets on 14 and 23 May at Tube stations within the neighbourhoods.

I am satisfied that TfL has publicised the consultation sufficiently and that the consultation period is sufficient for people to be able to review and respond to these proposals scheme in a considered way.

## **Dementia friendly London and the London Plan (6)**

**Question No: 2019/9118**

[Andrew Boff](#)

How will the London Plan ensure town centres are accessible to, and inclusive of, those with cognitive impairment, as well as those with physical disabilities?

## **Dementia friendly London and the London Plan (6)**

[The Mayor](#)

Last updated: 24 May, 2019

The draft London Plan seeks to deliver Good Growth – growth that is economically and socially inclusive and environmentally sustainable – and, in line with the Alzheimer’s Societies’ Dementia Friendly Community principles and Dementia Friendly London aims contains policy requirements for the highest standards of accessible and inclusive design to be met. Specifically, the draft Plan includes requirements for the creation of places and spaces that people can move around with ease, creating a welcoming environment that everyone can use confidently, independently and with choice and dignity. The importance of links to the wider neighbourhood, including networks of legible, logical, safe and navigable pedestrian routes is also highlighted.

Policy E9 specifically requires development proposals to support convenience retail in all town centres, and particularly in District, Local and Neighbourhood centres, to help secure inclusive neighbourhoods.

These London Plan requirements will therefore play a vital role in the creation of a Dementia Friendly London, and of town centres that are inclusive for people with a range of impairments, including cognitive impairments and neurodiverse conditions.

**Answer for Dementia friendly London and the London Plan (6)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Special constables 2****Question No: 2019/9119**[Keith Prince](#)

How much does it cost the Metropolitan Police to train a special constable?

**Special constables 2**[The Mayor](#)

Last updated: 21 May, 2019

It currently costs around £2,500 to train a Special Constable.

**VAWG 41****Question No: 2019/9120**[Susan Hall](#)

In your VAWG, you committed to:

MOPAC will go beyond the original Police and Crime Plan commitment to review the use of Criminal Behaviour Orders, Domestic Violence Prevention Orders and the MPS, CRC, HMPPS, and extend the review to examine the use of all out of court disposals, including new measures surrounding Stalking Protection Orders as introduced by the recent Stalking Protection Bill

Please can you update me on the progress of this?

**VAWG 41**[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**VAWG 71****Question No: 2019/9121**[Susan Hall](#)

In your VAWG, you committed to:

TfL and domestic abuse refuge provider Hestia will explore how victims of abuse can seek support as part of their regular journeys on London's transport network

Please can you update me on the progress of this?

**VAWG 71**

[The Mayor](#)

Last updated: 21 May, 2019

Please see my response to Mayor's Question 2019/9005.

**Healthy Schools Effectiveness Measurements**

**Question No: 2019/9123**

[Jennette Arnold OBE](#)

How do you measure the effectiveness of the Healthy Schools London programme? How successful is the programme so far against these measurements? Will you use the same metrics to assess the effectiveness of Healthy Early Years?

**Healthy Schools Effectiveness Measurements**

[The Mayor](#)

Last updated: 21 May, 2019

My ambition is to recruit 2150 schools to the Healthy Schools London (HSL) programme by 2020, with 60 per cent of recruited schools achieving an HSL award. Current engagement is 2108 Registered schools (82 per cent of all London schools), 1194 schools achieving a Bronze Award, 634 a Silver and 244 a Gold Award.

Similar progress measures and targets have been set for my Healthy Early Years London (HEYL) programme. HEYL has 32 Boroughs including 16 with the poorest outcomes participating in HEYL; 1157 settings registered (87 per cent of 2020 target), 763 have HEYL First Steps, 72 Bronze, 27 Silver and 3 have Gold.

HEYL and HSL will contribute to two of the top-level metrics being used to measure progress against my Health Inequalities Strategy over the longer term: school readiness among children eligible for free school meals; and the proportion of excess weight in children at aged 10-11 (the gap between least and most deprived).

**Adult Education Budget Framework Consultation Responses**

**Question No: 2019/9124**

[Jennette Arnold OBE](#)

How many responses have you received to the consultation on the Adult Education Budget framework consultation, and how many of these responses were from sector institutions or leaders? When can we expect a consultation outcome?

**Adult Education Budget Framework Consultation Responses**

[The Mayor](#)

Last updated: 24 May, 2019

The GLA received 75 responses to the Skills for Londoners Framework consultation, which closed on 20 May 2019. There has been a broad range of responses from further education colleges, local authorities, independent training providers and voluntary organisations. A summary report of the consultation will be published in autumn 2019.

### **Answer for Adult Education Budget Framework Consultation Responses**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Providing Affordable Childcare in Adult Education Facilities**

**Question No: 2019/9125**

[Jennette Arnold OBE](#)

Will you be encouraging education facilities benefiting from your Adult Education Budget to provide affordable childcare facilities, to allow parents to access education?

### **Providing Affordable Childcare in Adult Education Facilities**

[The Mayor](#)

Last updated: 21 May, 2019

I am acutely aware of the barriers that access to high-quality early education and childcare can pose to participation in adult education and training. Although education and training providers funded through the Adult Education Budget (AEB) are not required to provide childcare facilities, I will be providing Learner Support funding through the AEB for Londoners to access childcare funding where they are at risk of not starting or continuing learning because of childcare costs. I am looking to widen the availability of this funding to ensure it reaches more learners from disadvantaged backgrounds.

I have also funded Early Years Hubs, bringing together early years providers to collaborate and improve the access to and quality of early years provision for the most disadvantaged families. The Hubs aim to boost the take-up of early years education and childcare support entitlements.

### **SEND Budget Cuts**

**Question No: 2019/9126**

[Jennette Arnold OBE](#)

Hackney council recently won the court case on SEND budgets, yet the issue remains unresolved for many young Londoners due to cuts from Government. Will you once again raise this important issue with the Secretary of State for Education when you next meet?

### **SEND Budget Cuts**

[The Mayor](#)

Last updated: 21 May, 2019

No family should have to battle a local authority in the courts to get the support that a child with special educational needs and disabilities needs. Local authorities have a duty to ensure that the right SEND provision is available, but without the funding to pay for it they are having to make tough decisions.

As I said in my response to Mayor's Question 2019/0278, I expressed my concerns about SEND provision to the Secretary of State for Education when we met last October and will continue to call on the Government to provide sufficient funding to meet the demand for London's stretched SEND services.

I welcome Damian Hinds' recent announcement of a review of educational funding for children with SEND and the Department for Education's call for evidence on current arrangements. It is vital that the voices of those who care for children and young people with SEND are heard. I will continue to ensure London's voice is heard during this review.

## **Update on Supported Internships**

**Question No: 2019/9127**

[Jennette Arnold OBE](#)

What progress has been made delivering your welcome announcement of supported internships for young people with SEND at City Hall?

## **Update on Supported Internships**

[The Mayor](#)

Last updated: 21 May, 2019

My review into post-16 provision for young people with special educational needs and disabilities (SEND) highlighted a shortfall in the number of places and progression routes into employment. This review, like the report that the London Assembly published on SEND in 2018, identified supported internships as an option that is increasingly popular with young people. I encourage employers to come forward to offer supported internships for 16-24 year olds with SEND and am leading by example by providing placements at City Hall.

A team has been meeting bi-monthly to drive forward the implementation of a pilot scheme as part of Transport for London's established Steps Into Work programme. The group includes staff from City Hall, London Fire Brigade, Transport for London, the Mayor's Office for Policing and Crime and Old Oak and Park Royal Development Corporation. In September a small cohort of young people will start supported internship placements with the GLA. The next phase will review this pilot with a view to increasing the number of placements.

**'Off Rolling' in London Schools****Question No: 2019/9128**[Jennette Arnold OBE](#)

Recent reports estimated that 49,000 children from one cohort in England appear to have been 'off rolled' at some point during their education, representing 1 in 12 pupils. Will you conduct an assessment of the scale of the problem in London?

**'Off Rolling' in London Schools**[The Mayor](#)

Last updated: 21 May, 2019

In my joint letter with the Police and Crime Commissioners to the Prime Minister in March, I urged the government to take urgent action on exclusions and off-rolling to help tackle serious youth violence. It is positive that Ofsted is leading the way on identifying the issue of off-rolling. In my response to its recent Education Inspection Framework consultation, I sought assurance that Ofsted will take action if off-rolling is found outside of the normal inspection cycle, and that this will trigger a re-inspection of the school. In my discussions held with Boroughs, headteachers and community organisations, it has become clear that we need to better understand data on pupils managed moves and share this more widely. I have called on Ofsted to take the further step of undertaking a deep dive into managed moves in London. This would help all agencies and schools to better understand the impact on the capital's children and complement Ofsted's valuable London research on 'Safeguarding children and young people in education from knife crime' earlier this year. I will continue to press Ofsted to undertake this work.

**Answer for 'Off Rolling' in London Schools**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Primary School Choices****Question No: 2019/9129**[Jennette Arnold OBE](#)

Why does London have a lower proportion of families accepted into their first choice primary school compared (85%) to other major cities like Manchester (91%) and Birmingham (89%)? How are you working with Boroughs and the Department for Education to help rectify this?

**Primary School Choices**[The Mayor](#)

Last updated: 21 May, 2019

Since 2011 primary school places have been co-ordinated through the Pan-London Admissions scheme led jointly by the London boroughs. The scheme has meant that offers

are more fairly distributed and more parents receive an offer from one of their preferred schools earlier.

While there is now a slowing of demand for primary places in London, pressure on different schools and boroughs still varies. Overall 96 per cent of children did get a place at one of their top three schools in London. We continue to support boroughs and parents through our projections of pupil numbers to aid school place planning and the information provided on the London Schools Atlas - <https://maps.london.gov.uk/schools/>

## High Standards for T-Levels

**Question No: 2019/9130**

[Jennette Arnold OBE](#)

There are concerns that T-Levels may not have a perceived parity with academic qualifications. What can be done within the Greater London Authority to ensure that T-Levels are delivered in London to a high standard and that T-Level graduates have access to skilled labour markets?

## High Standards for T-Levels

[The Mayor](#)

Last updated: 03 June, 2019

It is vital that young Londoners have access to high quality post-16 study choices, including T-levels, that support progression to higher level jobs, training and learning. T-levels will be rolled out nationally in stages, which provides an opportunity to build their reputation in London and ensure that appropriate advice and guidance is given to young people, parents, providers and employers. In London, around a quarter of students enter university with a BTEC, and this is higher for BAME students, particularly black students. It is important that T-levels support non-A level routes into university and demonstrate parity with academic provision.

The industry placement aspect of T-levels will be key to providing high standards of provision and increasing access to jobs post study. While I welcome the additional package of support for employers recently announced by the Secretary of State for Education, Damian Hinds, ensuring that employers have sufficient funding to support the administration of placements remains a concern. I have noted this in my response to the Government's consultation on the proposed Funding Methodology for T-levels.

## Answer for High Standards for T-Levels

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Assessment of Budget Pressures and Cuts on Nurseries****Question No: 2019/9131**

Jennette Arnold OBE

The National Day Nurseries Association has reported concerns that nurseries are limiting provision due to funding falling short of the costs of providing funded childcare places. There have also been reports of nurseries closing due to the budget pressures of funded childcare. Will you conduct an assessment of how this is affecting London?

**Assessment of Budget Pressures and Cuts on Nurseries**

The Mayor

Last updated: 21 May, 2019

I want all children to have access to high quality early years provision, to improve their outcomes and to support their parents in taking up work and training opportunities. The supply of high-quality early years provision in London is vital.

That's why last year I commissioned a report that looked at the challenges of early years funding in London <https://www.familyandchildcaretrust.org/childcare-and-early-education-fu...> and responded to the Government's consultation on the Early Years National Funding Formula in 2016. In this, I made the case for adequate funding for quality childcare in London.

My officers continue to monitor the impact of funded childcare on the early years sector through our London Early Years Stakeholder Group. Led by the GLA this includes the Department for Education, borough and other sector representatives. On a provider level, my Early Years Leaders programme will improve the management, leadership and business skills of 90 early years practitioners.

I will continue to make the case to Government for adequate funding for affordable, accessible and quality early years' provision.

**Transport for London, Arriva and Noise and Light Pollution Around Chingford Station (1)****Question No: 2019/9132**

Jennette Arnold OBE

My constituents in Chingford are being forced to endure levels of noise and light pollution from Chingford Station which exceed World Health Organisation guidelines and causing them misery because of noise. Please explain why the noise and light pollution in the area is not being dealt with.

**Answer for Transport for London, Arriva and Noise and Light Pollution Around Chingford Station (1)**

The Mayor

Last updated: 21 May, 2019

Officers are drafting a response



**Transport for London, Arriva and Noise and Light Pollution Around Chingford Station (1)**[The Mayor](#)

Last updated: 03 June, 2019

Transport for London (TfL) takes noise issues very seriously and, along with Arriva Rail London (ARL), has apologised for the noise being experienced by residents. ARL has been undertaking significant work at Chingford Depot in preparation for the introduction of new electric trains on the railway.

The new trains, once introduced, will be much quieter, causing significantly less noise disruption to the local community. Transport for London, ARL and Bombardier Transportation, the manufacturer, are fully focussed on bringing the trains into service as quickly as possible, which will alleviate much of the noise local residents are experiencing.

TfL expects to have a clearer date for the introduction of the new trains in the next few weeks.

The gantry-mounted spotlights in the depot, which I understand are the main source of light disruption, are operationally essential for security, access, and health and safety purposes.

However, TfL and ARL are investigating alternative lighting and other solutions to reduce disturbance to residents. Additionally, I understand the Deputy Mayor for Transport and TfL's Assembly Relations have arranged a meeting on site with residents and yourself to further discuss the issues and explore suitable solutions for implementation.

**Transport for London, Arriva and Noise and Light Pollution Around Chingford Station (2)****Question No: 2019/9133**[Jennette Arnold OBE](#)

Given the aforementioned light pollution from Chingford Station, please explain how Transport for London and Arriva justify the cutting down of trees which helped block part of the light from floodlights.

**Answer for Transport for London, Arriva and Noise and Light Pollution Around Chingford Station (2)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Transport for London, Arriva and Noise and Light Pollution Around Chingford Station (2)**[The Mayor](#)

Last updated: 03 June, 2019

Chingford Depot is particularly vulnerable to trespass and vandalism, risking the lives of those trespassing, encouraging crime in the local community and affecting the reliability of the train service for local residents.

The trees at the depot were being used to gain unauthorised access to the depot, while on the depot side they were overhanging the walking routes used by drivers and other staff to move between trains as well as interfering with the overhead lines. The trees were removed to reduce the risk of trespass and vandalism, as well as to allow staff to carry out their roles safely. Planting replacement trees would reintroduce the risk of trespass and is not a viable option. Transport for London and Arriva Rail London have agreed to investigate alternative solutions which could be used to reduce light disturbance to residents.

### **Transport for London, Arriva and Noise and Light Pollution Around Chingford Station (3)**

**Question No: 2019/9134**

[Jennette Arnold OBE](#)

So far Transport for London and Arriva have offered to build a garden to deal with the noise and light pollution from Chingford Station. Please explain this woefully inadequate response to the pain and suffering being caused.

### **Answer for Transport for London, Arriva and Noise and Light Pollution Around Chingford Station (3)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Transport for London, Arriva and Noise and Light Pollution Around Chingford Station (3)**

[The Mayor](#)

Last updated: 03 June, 2019

Transport for London (TfL) and Arriva Rail London (ARL) are sorry for the ongoing disruption these issues are causing.

TfL and ARL offered to landscape the area formerly occupied by the trees, which were removed to protect this location from trespass and vandalism, to make this area more visually appealing for local residents. This work was not intended as a solution to the light and noise pollution being experienced, and TfL and ARL continue to work with all parties to identify solutions address these concerns. Noise-reducing panels have been incorporated on replacement fencing and TfL and ARL are currently investigating alternative lighting to reduce disturbance to residents.

I understand the Deputy Mayor for Transport and TfL's Assembly Relations team are holding a meeting on site with residents and you to discuss and better understand the concerns so that a solution can be identified as soon as possible.

**Transport for London, Arriva and Noise and Light Pollution Around Chingford Station (4)****Question No: 2019/9135**[Jennette Arnold OBE](#)

Please explain the compensation that will be offered to my constituents as a result of the ongoing disturbance caused by and worsened by the actions of Transport for London and Arriva whom currently have no action plan to make improvements at Chingford Station.

**Answer for Transport for London, Arriva and Noise and Light Pollution Around Chingford Station (4)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Transport for London, Arriva and Noise and Light Pollution Around Chingford Station (4)**[The Mayor](#)

Last updated: 12 June, 2019

Please see my response to Mayor's Question **2019/9134**.

Transport for London (TfL) and Arriva Rail London continue to work with all parties to identify solutions to improve the noise and light pollution experienced by local residents. I am satisfied that they are doing all they can to minimise disruption to customers. However, I understand that a meeting is currently being arranged with TfL and I hope this will give you and local residents the opportunity to further discuss your concerns.

**Becoming ULEZ Compliant****Question No: 2019/9136**[Jennette Arnold OBE](#)

An elderly constituent, like many others, faces the loss of independence with the introduction of the ULEZ in 2021. She wants to know if there are options to bring the emissions of non-compliant vehicles up to compliant standards. Do you know of any such options and if so can you provide details please?

**Answer for Becoming ULEZ Compliant**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Becoming ULEZ Compliant**[The Mayor](#)

Last updated: 25 June, 2019

Retrofit systems are available for some vehicle types, including high-value buses, coaches and refuse vehicles, to bring a non-compliant vehicle up to the required standard. However, the cost and technical complexity of developing the exhaust after-treatment systems needed to retrofit passenger cars means that these systems are unlikely to become available in the foreseeable future.

To avoid a daily charge, the required standard for a vehicle in ULEZ is Euro 4 for petrol engines and Euro 6 for diesel engines (Euro 3 for motorcycles). There are Euro 4 petrol cars of up to 13 years old available now that meet the ULEZ standard.

I am introducing a £25m car scrappage fund for low-income Londoners to scrap older, more polluting vehicles that will launch later this year. My team are working together with TfL to develop the scheme and this includes looking at the eligibility criteria.

## **Crime Prevention in Islington**

**Question No: 2019/9137**

[Jennette Arnold OBE](#)

A constituent reports that both of her sons, aged 12 and 16, have been victims of robbery (one at knifepoint) in Islington. Please report the initiatives Mayor's Office for Police and Crime is involved on in Islington in order to combat this unacceptable violence

### **Answer for Crime Prevention in Islington**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Crime Prevention in Islington**

[The Mayor](#)

Last updated: 03 June, 2019

I am very sorry to hear about your young constituents having been victims of a violent crime.

Despite robbery being down by 29 per cent in Islington this past year, in recognition of the significant impact robbery has on victims and the high priority given to this crime issue by Islington residents it has been agreed between my Office, the MPS, and Islington Council that robbery will be a Local Volume Crime Priority for Islington in 2019/20. I continue to work closely with Central North BCU, Islington Council, and partners to combat violent crime on our streets and later this month I will be visiting Islington Town Hall to hear directly from concerned mothers and community groups about crime in the area.

My office funds a wide range of services that combat violence in Islington and across London. Details of the initiatives funded to address violence can be found on their website here: <https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/services-we-fund>

For details of the work of the Violence Reduction Unit and other related initiatives, please see our website here: <https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/violence-reduction-unit-vru>

## **Funding for Crime Prevention in Islington**

**Question No: 2019/9138**

[Jennette Arnold OBE](#)

Please explain the crime prevention initiatives you are supporting (through the Young Londoners Fund and other enterprises) in Islington.

## **Answer for Funding for Crime Prevention in Islington**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **Funding for Crime Prevention in Islington**

[The Mayor](#)

Last updated: 03 June, 2019

The details of crime prevention initiatives funded through the Young Londoners Fund can be found here: <https://www.london.gov.uk/what-we-do/education-and-youth/young-londoners/mayors-young-londoners-fund/networks-projects-activities>

Details of other crime prevention initiatives in Islington funded by MOPAC can be found here: <https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/services-we-fund>

## **Bus Fleet Using Ash Grove Bus Depot, Hackney**

**Question No: 2019/9139**

[Jennette Arnold OBE](#)

Residents nearby to Ash Grove Bus Depot show evidence of raised Carbon Monoxide levels. They are concerned about pollution from the depot. When will the fleet running into and out of Ash Grove garage be fully electrified?

## **Answer for Bus Fleet Using Ash Grove Bus Depot, Hackney**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **Bus Fleet Using Ash Grove Bus Depot, Hackney**

[The Mayor](#)

Last updated: 02 September, 2019

Transport for London already operates the largest zero emission bus fleet in Europe and is working as fast as possible to make all its diesel buses ultra-clean, including those that operate out of Ash Grove, before it can switch to entirely zero-emission vehicles by 2037 at the latest. Timescales are yet to be confirmed due to the challenges of high vehicle cost (compared to a conventional bus) and battery range of buses as well as infrastructure required at garages.

Carbon Monoxide (CO) emissions are a bi-product of combustion and are normally associated with older petrol cars along with motorbikes. The Euro VI standard reduces CO emissions and petrol vehicles emit more than diesel vehicles – there is no reason for concern about CO emissions from buses.

Most vehicles based at Ash Grove are already at the much cleaner Euro VI engine standard, and the rest will follow through a combination of retrofitting mid-life buses and replacing older buses with new vehicles between now and 2020. This will help cut more harmful pollutants immediately, before the price and performance of pure-electric and hydrogen fuel-cell buses moves into line with that of diesel and drives us towards a zero emission fleet.

## **Air Quality Monitoring in Residential Areas Near Bus Depots**

**Question No: 2019/9140**

[Jennette Arnold OBE](#)

Does Transport for London routinely monitor air pollution into and out of bus garages in residential areas?

## **Air Quality Monitoring in Residential Areas Near Bus Depots**

[The Mayor](#)

Last updated: 29 May, 2019

No. The main responsibility for measuring air pollution in residential areas rests with London's boroughs. However, cutting air pollution is a key priority for Transport for London (TfL). TfL encourages its bus operators to be good neighbours and keep vehicle emissions to a minimum.

TfL's main focus is to reduce pollution from its vehicles at source by bringing the entire bus fleet up to at least the ultra-clean Euro VI engine emission standard. It is three quarters of the way there, and is on schedule to complete its vehicle retrofitting and replacement programme next year. Bringing its London-wide fleet of over 9,000 buses up to this standard will cut the most harmful tailpipe emissions by up to 80 per cent. TfL is also developing plans to have a zero-tailpipe-emission fleet by 2037 at the latest, which will remove vehicle emissions altogether.

## **Answer for Air Quality Monitoring in Residential Areas Near Bus Depots**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## Assessing How Ash Grove Bus Depot is Best Used

**Question No: 2019/9141**

[Jennette Arnold OBE](#)

Ash Grove Bus Depot was built 30 years ago. Bus usage and local usage has changed in the interim. What effort has been made in the last two years to assess how this depot can be best used for the benefit of HCT, Arriva and its local communities to make sure it is fit for purpose?

### Answer for Assessing How Ash Grove Bus Depot is Best Used

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### Assessing How Ash Grove Bus Depot is Best Used

[The Mayor](#)

Last updated: 03 June, 2019

Transport for London has been working with the London Borough of Hackney and its bus operators over the past year to review options for the Ash Grove site. This work is at an early stage, but I have asked TfL to make sure it seeks views from you and your constituents on any proposals that might be brought forward.

## Rescue and Response Update

**Question No: 2019/9142**

[Jennette Arnold OBE](#)

The Rescue and Response service is funded by MOPAC to support young Londoners affected by county lines activity. Please provide an update on the work of the project since it was set up.

### Answer for Rescue and Response Update

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### Rescue and Response Update

[The Mayor](#)

Last updated: 03 June, 2019

In 2018 the Mayor committed almost £3million over 3 years to launch the first pan-London County Lines response service. The *Response & Rescue service* supports young people who are vulnerable and caught up in 'county lines' drug distribution networks by:

- Providing support and specialist interventions to young people identified as being involved in county lines activity

- Creating regional intelligence hubs to bring together intelligence and data on county lines from across London; allowing for prioritisation of most harmful lines and quicker identification of those being exploited
- Upskilling front line professionals across London, to better identify and divert young people away from this kind of exploitation

As of March 2019, 190 referrals of young people have been made to the project, of which 86 young people have engaged and have received or are receiving interventions from the specialist providers – St Giles Trust, Abianda and Safer London.

## **Rescue and Response Borough by Borough**

**Question No: 2019/9143**

[Jennette Arnold OBE](#)

Please provide a borough by borough breakdown of referrals to Rescue and Response, including details of age, ethnicity, gender.

## **Rescue and Response Borough by Borough**

[The Mayor](#)

Last updated: 21 May, 2019

Rescue and Response Referrals by borough – September 2018 to March 2019 can be found in the attached.

## **Rescue and Response Referrals**

**Question No: 2019/9144**

[Jennette Arnold OBE](#)

Are all referrals to Rescue and Response made through the online form, available here? How are other referrals made if there are other means?

<https://randr-london.econnect.org/form/Rescue%20and%20Response%20Referr...>

## **Answer for Rescue and Response Referrals**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **Rescue and Response Referrals**

[The Mayor](#)

Last updated: 03 June, 2019

All referrals are submitted through the online form. Rescue and Response Partnership Co-ordinators are responsible for liaising with boroughs and encouraging agencies to use the online form to submit details of individuals they are working with who may be involved with county lines.



If a potential referrer would like to discuss a possible referral, or enquire about support from the programme, they can email [enquiries@rescue-response.com](mailto:enquiries@rescue-response.com) or call 0208 937 5765.

## **Rescue and Response Borough Response**

**Question No: 2019/9145**

[Jennette Arnold OBE](#)

How are all boroughs notified of the work of and support offered by Rescue and Response? Has the response to Rescue and Response from boroughs been positive?

## **Answer for Rescue and Response Borough Response**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **Rescue and Response Borough Response**

[The Mayor](#)

Last updated: 03 June, 2019

The Rescue and Response programme staff include four Partnership Co-ordinators, who have responsibility for developing relationships and supporting information flow between the agencies operating in each borough and explaining support available through the programme. Local authorities were invited to an event in November 2018 to find out more about Response & Rescue and all boroughs have identified single points of contact to link into the project. Borough overview documents are being created, and shared, with boroughs setting out the picture of county lines within the borough. Referrals have been received into the project from all London boroughs, see MQ 9143.

The response has been positive, however Rescue and Response has finite resources so is not able to support every young person referred to it, in which case boroughs are asked to consider what local support may exist.

## **Rescue and Response Support Length**

**Question No: 2019/9146**

[Jennette Arnold OBE](#)

How long are those referred to Rescue and Response supported for? Please provide a breakdown by age, ethnicity, gender and borough

## **Rescue and Response Support Length**

[The Mayor](#)

Last updated: 21 May, 2019

The length of time that individuals working with Rescue and Response will be supported for will depend on their specific needs and the degree to which they engage.

A snap shot from between January and March 2019 shows 18 cases received less than one-month of interventions, 75 between one and five months, and 26 over six months.

### **357 Bus into Whipps Cross**

**Question No: 2019/9147**

[Jennette Arnold OBE](#)

Changes to timetables are negatively impacting upon my constituents, making it increasingly difficult for those with limited mobility and health issues to access Whipps Cross Hospital via public transport. Since Transport for London refuses to reconsider the service provision of the W12, in spite of relying on flawed data to justify the reduction in service, can the 357 service instead be lengthened slightly to stop in the grounds of Whipps Cross all week and not just on Sundays?

### **Answer for 357 Bus into Whipps Cross**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **357 Bus into Whipps Cross**

[The Mayor](#)

Last updated: 03 June, 2019

Route 357 enters the grounds of Whipps Cross hospital on Sundays because lower passenger demand on the entire route allows single deck buses to be used.

As the hospital grounds tend to be less busy on Sundays, the buses can stand and turn within the grounds without impacting on the operation of the hospital.

On Mondays to Saturdays the route operates using double deck buses to provide the necessary capacity into Walthamstow. Extending the route into the hospital is not possible on these days due to the low bridge within the hospital grounds and the lack of a proper stand and turning facility.

Route 457 serves the hospital from the redesigned Whipps Cross roundabout, which is less than five minutes walk from the hospital. All routes serving Whipps Cross University Hospital, including route 357, use low-floor wheelchair accessible buses.

### **W12 Bus User Breakdown**

**Question No: 2019/9148**

[Jennette Arnold OBE](#)

Please provide a breakdown of the W12 bus users mentioned in the answer to question 2019/3802 by these age groups: 0-5yrs; 5-10yrs; 11-18yrs; 18-59yrs; and 60+yrs.

### **Answer for W12 Bus User Breakdown**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### W12 Bus User Breakdown

[The Mayor](#)

Last updated: 03 June, 2019

After Transport for London (TfL) took the decision to reduce the frequency of the W12, the data shows there has been little or no change to the age groups of those who use the service.

Unfortunately, TfL's data is unable to report by the age groups you have requested. Age group data relies on discount and age setting on Oyster cards, while only those carrying 60+ or Freedom Passes are included in the 60+ group. All contactless transactions are registered as 'Adult'.

Age group	Usage pre-frequency change (%)	Usage post-frequency change (%)
Child	6	5
16-17	3	3
Adult	56	55
60+ (Freedom Pass holders)	34	36

The data is six weeks from 13 August 2017 (pre-frequency change) and 12 August 2018 (post-frequency change). These six weeks covered a period with no disruptions to the service to ensure that the pre- and post-change data was comparable.

### BAME Beneficiaries of the Mayor of London's Funding to the British Fashion Council (1)

Question No: 2019/9149

[Jennette Arnold OBE](#)

How have London Fashion Designers of BAME heritage benefited from the funding given by the Mayor of London to the British Fashion Council?

### BAME Beneficiaries of the Mayor of London's Funding to the British Fashion Council (1)

[The Mayor](#)

Last updated: 24 May, 2019

The UK fashion industry contributes £32 billion and 890,000 jobs to the UK, with much of the fashion industry based in London. It is important that London supports designers and delivers effective trade platforms which generate millions of pounds in sales and orders for UK creative businesses. It is also very important that London's fashion workforce reflects

the diversity of London. British Fashion Council's Positive Fashion initiative is making inroads to increasing diversity in the sector.

I am funding the British Fashion Council with £649,000 each year from 2017/18 to 2020/21 to support this work and help retain and develop London's position as a world leading capital of fashion. As part of that, I co-fund the British Fashion Council's NEWGEN programme which is a designer development scheme supporting emerging talent to build the global, fashion brands of the future. The scheme gives designers opportunities to show or present at London Fashion Week and/or London Fashion Week Men's. Of the current cohort of NEWGEN designers, 45 per cent are of BAME heritage.

### **Answer for BAME Beneficiaries of the Mayor of London's Funding to the British Fashion Council (1)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **BAME Beneficiaries of the Mayor of London's Funding to the British Fashion Council (2)**

**Question No: 2019/9150**

[Jennette Arnold OBE](#)

How many Fashion Designers of BAME heritage have been supported to move from graduate status to a place on the London Fashion Week Schedule?

### **BAME Beneficiaries of the Mayor of London's Funding to the British Fashion Council (2)**

[The Mayor](#)

Last updated: 21 May, 2019

Graduate funding does not form part of the Greater London Authority's grant to the British Fashion Council. However, the British Fashion Council funds the Fashion Trust which is a British Fashion Council charitable initiative that offers business support to UK-based designers through financial grants, mentoring and funding to provide traineeships to graduates. Since 2011, the Trust has awarded £2 million to 37 designers. Of the current cohort of designers, 31 per cent are of BAME heritage.

British Fashion Council has also funded the BFC/Vogue Designer Fashion Fund since 2008. This aims to discover new talent and accelerate business growth over a twelve-month period through mentoring and funding. 57 per cent of the shortlisted designers for the 2019 Vogue Designer Fashion Fund are of BAME heritage.

**BAME Beneficiaries of the Mayor of London's Funding to the British Fashion Council (3)****Question No: 2019/9151**[Jennette Arnold OBE](#)

How many brands launched by London Fashion Designers of BAME heritage have been supported by the funding received by British Fashion Council's from the Mayor of London?

**BAME Beneficiaries of the Mayor of London's Funding to the British Fashion Council (3)**[The Mayor](#)

Last updated: 24 May, 2019

It is important that London supports up-and-coming young designers and delivers effective trade platforms which generate millions of pounds in sales and orders for UK creative businesses.

The British Fashion Council's primary support scheme for designers is NEWGEN. Forty-five per cent of the current cohort of supported designers by the NEWGEN programme are BAME.

**Answer for BAME Beneficiaries of the Mayor of London's Funding to the British Fashion Council (3)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**BAME Beneficiaries of the Mayor of London's Funding to the British Fashion Council (4)****Question No: 2019/9152**[Jennette Arnold OBE](#)

How many London Fashion Designers of BAME heritage have been supported to meet the British Fashion Council's criteria for a show, especially the one related to the number of stockists?

**BAME Beneficiaries of the Mayor of London's Funding to the British Fashion Council (4)**[The Mayor](#)

Last updated: 21 May, 2019

London Fashion Week offers designers a range of opportunities to help designers gain exposure to the media and to buyers. This includes catwalk presentations (the show schedule); off-catwalk presentations (the events schedule); and trade exhibitions.

Where designers do not meet the criteria for the show schedule, the British Fashion Council may encourage them to consider the events schedule where they can gain exposure to

more stockists. Where a design business is less than three years old British Fashion Council may encourage them to apply to the NEWGEN initiative where they can get funding and showcasing opportunities. 45 per cent of the current NEWGEN cohort are of BAME heritage.

## **BAME Beneficiaries of the Mayor of London's Funding to the British Fashion Council (5)**

**Question No: 2019/9153**

[Jennette Arnold OBE](#)

What exposure does the British Fashion Council offer to those designers who are working in new innovative sustainable ways.

## **BAME Beneficiaries of the Mayor of London's Funding to the British Fashion Council (5)**

[The Mayor](#)

Last updated: 21 May, 2019

The UK fashion industry contributes £32 billion and 890,000 jobs to the UK, with much of the fashion industry based in London. The British Fashion Council is taking a leadership role to encourage the industry to take responsibility for its environmental impact. British Fashion Council has been hosting sustainable fashion shows since 2010 to showcase designers who work sustainably.

In 2017, the British Fashion Council launched "Positive Fashion" to encourage businesses to make a positive change. In September 2017, in partnership with Vivienne Westwood and the British Fashion Council, I launched the "Fashion SWITCH to Green" initiative which signed up major brands which were committed to switching to a green energy supplier by 2020.

In February 2019, British Fashion Council partnered with BBC Earth to highlight the environmental impact of the fashion industry and promote more mindful consumer decisions.

## **Licence Lite**

**Question No: 2019/9154**

[Leonie Cooper](#)

Could you please give me a full update on the latest position on Licence Lite?

## **Licence Lite**

[The Mayor](#)

Last updated: 21 May, 2019

Licence Lite was a 12-month pilot project from January to December 2018 which sought to explore buying clean energy across London. It was both novel and highly innovative for the UK energy market. The project will not continue past this initial pilot phase as Npower

terminated early their five-year contract to help manage the scheme. My officers made the assessment that it was unlikely that we would procure another Third-Party Licenced Supply service provider without significant cost and with no guarantee that one could be found. I therefore had little choice but to end the project.

An independent evaluation of the project will be carried out to capture all learnings and successes. These will inform my future initiatives to help generate clean energy across London

### **Answer for Licence Lite**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Licence Lite**

[The Mayor](#)

Last updated: 21 May, 2019

Licence Lite was a 12-month pilot project from January to December 2018 which sought to explore buying clean energy across London. It was both novel and highly innovative for the UK energy market. The project will not continue past this initial pilot phase as Npower terminated early their five-year contract to help manage the scheme. My officers made the assessment that it was unlikely that we would procure another Third-Party Licenced Supply service provider without significant cost and with no guarantee that one could be found. I therefore had little choice but to end the project.

An independent evaluation of the project will be carried out to capture all learnings and successes. These will inform my future initiatives to help generate clean energy across London

### **Energy for Londoners**

**Question No: 2019/9157**

[Leonie Cooper](#)

Please provide an update on the Energy for Londoners supply company. Will it definitely launch in 2019?

### **Energy for Londoners**

[The Mayor](#)

Last updated: 21 May, 2019

The Energy for Londoners supply company is currently in the final stages of procurement. In line with standard procurement procedures, I cannot share any more information at this stage so as not to compromise delivery. However, I am currently working towards a launch in winter 2019/20.

**Local Authority Cuts****Question No: 2019/9158**[Leonie Cooper](#)

Have you conducted an assessment of cuts to local authority greening, tree planting and park maintenance budgets in London and the impact of these cuts?

**Local Authority Cuts**[The Mayor](#)

Last updated: 21 May, 2019

To inform my newly formed Green Spaces Commission, I recently commissioned Parks for London, a charity that provides a representative voice for parks and green spaces, to undertake a review of park services. This found that over the last seven years, 90 per cent of London boroughs have introduced reductions to their revenue budgets. This is reflected nationally by a report commissioned by the Government's Parks Action Group showing a reduction in park spending from £970 million to £630 million between 2014/15 and 2016/17.

The review by Parks for London found that measuring the impact of funding reductions was extremely complex given the diversity of borough governance and funding arrangements. It also found that this lack of robust evidence is making it hard for boroughs to demonstrate value for money or overcome the perception that parks do not require ongoing investment. The report is available here:

[https://www.london.gov.uk/sites/default/files/a\\_review\\_of\\_londons\\_parks\\_...](https://www.london.gov.uk/sites/default/files/a_review_of_londons_parks_...)

My London Green Spaces Commission will build on this review to highlight the potential impact of continued underinvestment. This will include working with boroughs to help them raise the profile of green infrastructure, including how it supports other council strategies and services. It will also help boroughs to transform the management and funding of their park services so that they can maintain or increase investment.

**London Community Energy Fund****Question No: 2019/9159**[Leonie Cooper](#)

How soon will there be another round of funding under the London Community Energy Fund?

**London Community Energy Fund**[The Mayor](#)

Last updated: 21 May, 2019

I am planning to open the third phase of the London Community Energy Fund for applications in the Summer.



**ULEZ****Question No: 2019/9160**[Leonie Cooper](#)

Will micro-businesses and charities applying for the Scrappage Scheme be able to use the £3,500 to purchase a ULEZ compliant Euro 4 petrol vehicle, or is it strictly limited to only Euro 6?

**Answer for ULEZ**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**ULEZ**[The Mayor](#)

Last updated: 03 June, 2019

Eligible microbusinesses and charities can apply for a van scrappage payment of £3,500, to be used to support the purchase or lease of a ULEZ compliant vehicle. This can be a Euro 4 (petrol) or Euro 6 (diesel) vehicle.

**Food Waste (1)****Question No: 2019/9161**[Leonie Cooper](#)

How much of London's food waste is sent for anaerobic digestion? Please provide annual tonnes and percentage figures by Borough back to 2015.

**Food Waste (1)**[The Mayor](#)

Last updated: 12 June, 2019

Data is not available for the tonnage or percentage of food waste from individual London boroughs or London as a whole sent for anaerobic digestion. However, below are estimated figures from the GLA Waste Model, which uses Defra WasteDataFlow data. It is assumed that around 50 per cent of food waste collected goes to anaerobic digestion (agreed with Defra). The fall in food waste sent to anaerobic digestion or In-Vessel Composting (IVC) in 2017 is likely to be a combination of a reduction in food waste and some additional food waste being collected in residual waste (ie black bag waste) services and sent to incineration or landfill.

<b>Year</b>	<b>Total amount of London's food waste sent to anaerobic digestion or IVC (tonnes)</b>
2015	110,000
2016	110,000
2017	91,000

Currently, 14 London Boroughs collect separate food waste that is sent for anaerobic digestion. These boroughs are Bexley, Brent, Bromley, Camden, City of London, Croydon, Ealing, Hackney, Harrow, Hounslow, Kingston upon Thames, Merton, Richmond upon Thames and Sutton. Another ten London Boroughs collect mixed garden waste and food waste for treatment via IVC. These are the London Boroughs of Enfield, Greenwich, Haringey, Hillingdon, Islington, Lambeth, Lewisham, Southwark, Tower Hamlets and Waltham Forest.

My London Environment Strategy sets a minimum level of service for household recycling for all waste authorities to meet by 2020 (Policy 7.2.1), including weekly separate collections of food waste from all kerbside properties. I expect the amount of food waste available for treatment via anaerobic digestion to increase significantly as the minimum level of service is met and promoted to residents. Support for boroughs in implementing this is available through LWARB (Resource London).

### **Answer for Food Waste (1)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Food Waste (2)**

**Question No: 2019/9162**

[Leonie Cooper](#)

Please list those Boroughs in 2019 which do not offer separate food waste collections, sending food waste to Energy from Waste or Landfill.

### **Food Waste (2)**

[The Mayor](#)

Last updated: 21 May, 2019

Nine boroughs do not currently offer separate food waste collections to households, sending household food waste to Energy from Waste or Landfill. These boroughs are Barking and Dagenham, Barnet<sup>1</sup>, Hammersmith and Fulham, Havering, Kensington and Chelsea<sup>2</sup>, Newham, Redbridge, Wandsworth and Westminster<sup>3</sup>.

The other 24 boroughs offer household food waste collections that are either fully separated from other recycling streams for treatment via anaerobic digestion or co-mingled with garden waste for treatment via In-Vessel Composting.

My minimum service level for household recycling (Policy 7.2.1 in my London Environment Strategy) requires waste authorities implement weekly, separate food waste services for all kerbside properties by 2020.

Footnotes

<sup>1</sup>Barnet have suspended their food waste collections subject to a service review.

2 Kensington and Chelsea currently provides a trial food waste collection service to approximately 4,000 properties.

3 Westminster does not currently collect separate food waste from residents but is considering a trial service. The borough offers separate food waste collections to its commercial waste customers.

### **Food Waste (3)**

**Question No: 2019/9163**

[Leonie Cooper](#)

What is your estimate of the reduction in emissions that would result if all London Borough's sent their food waste for anaerobic digestion?

### **Food Waste (3)**

[The Mayor](#)

Last updated: 21 May, 2019

Food waste makes up around 26 per cent or (780,000 tonnes) of London's household waste. My priority is for London to reduce the amount of food waste produced in the first place. However, if all this waste was separately collected and sent for anaerobic digestion it would save around 375,000 tonnes of lifecycle CO2 equivalent emissions each year. A lifecycle approach considers greenhouse gas emissions associated with the 'life' of a waste product, from the mining and manufacturing processes through to its final disposal. This is equivalent to the emissions of nearly 110,000 homes in 2016.

The emission factors used for this calculation is taken from the London Environment Strategy Appendix 2 technical report Table 5.3 found at [https://www.london.gov.uk/sites/default/files/gla\\_eps\\_update\\_2017\\_final...](https://www.london.gov.uk/sites/default/files/gla_eps_update_2017_final...)

### **Food Waste (4)**

**Question No: 2019/9164**

[Leonie Cooper](#)

If all London Boroughs send their food waste for anaerobic digestion, how much green gas would be created and how many homes could it supply?

### **Food Waste (4)**

[The Mayor](#)

Last updated: 21 May, 2019

London households produce around 780,000 tonnes of food waste each year. My priority is to firstly reduce the amount of food waste produced. However, if all this waste was collected separately the most environmentally beneficial way to treat the material would be through anaerobic digestion. Anaerobic digestion produces biogas (a methane-rich gas or green gas) suitable for energy production. This is often referred to as 'green gas'. Sending all of London's household food waste to anaerobic digestion would produce approximately

624 tonnes of methane, sufficient to power approximately 75,000 homes. See response to Mayor's Question 2019/9163 for more information.

## **Food Waste (5)**

**Question No: 2019/9165**

[Leonie Cooper](#)

What incentives exist to persuade London Boroughs to send their food waste to be anaerobically digested?

## **Food Waste (5)**

[The Mayor](#)

Last updated: 21 May, 2019

My London Environment Strategy requires waste authorities to deliver all kerbside properties a separate weekly food waste collection by 2020. Separately collected food waste is suitable for treatment by anaerobic digestion, which is the most sustainable treatment method for this waste stream. Implementing separate food waste collections has been proven to boost recycling rates and reduce contamination with dry recycling materials; which acts as an incentive for London Boroughs to separate food waste for anaerobic digestion.

Waste authorities have to pay a charge, or a 'gate fee', to send waste to a processing facility. Financial incentives for boroughs to send food waste to anaerobic digestion facilities can be found in reduced gate fees for anaerobic digestion compared to alternative treatment routes. The Waste and Resources Action Programme (WRAP) Gate Fees Report 2017/18 shows that the median gate fee for anaerobic digestion was £49 per tonne, while the median In-Vessel Composting (IVC) gate fee per tonne ranged between £61 for food waste only, £49 for mixed food waste and garden waste and £31 for green waste only. In the same year, the median gate fees reported by all UK local authorities for other disposal routes by Energy from Waste and Landfill (including landfill tax, 2017/18 tax year) were £86 and £107 per tonne respectively.

Anaerobic digestion generates renewable energy that can be injected directly into the gas grid, into a gas engine to generate electricity, or used as a fuel for powering vehicles. Boroughs can dramatically reduce their carbon footprint by purchasing or directly generating electricity from this clean, renewable energy source.

## **Cleaner Heat Cashback**

**Question No: 2019/9166**

[Leonie Cooper](#)

How many businesses have so far benefited from the Cleaner Heat Cashback? What is the average cashback amount?

## **Cleaner Heat Cashback**

[The Mayor](#)

Last updated: 21 May, 2019

Since the scheme was launched on 31 July 2018, five businesses have been issued cashback vouchers. The average cashback amount is £11,750. There are a further nine applications being processed.

Measures have been put in place to address lower than expected uptake, including a targeted marketing push informed by business focus groups and very recent changes to scheme architecture to widen eligibility. Scheme progress and expenditure is being reviewed and closely monitored. The future of the scheme will be agreed at the next LEAP Board in June, including potential reallocation of underspend. I will report outcomes following the board meeting.

**Answer for Cleaner Heat Cashback**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Better Futures****Question No: 2019/9167**[Leonie Cooper](#)

How many businesses are registered with Better Futures?

**Better Futures**[The Mayor](#)

Last updated: 21 May, 2019

Seventy-two London based Small and Medium Enterprises (SMEs) are now registered with Better Futures and have received support. The most common requests for support include product development, market research and segmentation, financial modelling, business modelling, funding applications, investment readiness and pitching preparation.

The project was set up to stimulate innovation activity in 100 London based SMEs who are in the low carbon sector. It helps them to test and verify their Cleantech products and services, grow their businesses and bring their products to market. The project is on track to meet its target of supporting 100 SMEs by December 2019.

**Thames Barrier****Question No: 2019/9168**[Leonie Cooper](#)

What progress have you made on your Environment Strategy commitment to 'support the safeguarding of sites for a new Thames Barrier east of London'? What assessment have you conducted of when a new Thames Barrier will be required?

**Thames Barrier**[The Mayor](#)

Last updated: 21 May, 2019

I have been working closely with the Environment Agency, who own and operate the existing Thames Barrier and are responsible for managing tidal flood risk in England, to safeguard sites for a future barrier.

Last year Thurrock Borough Council submitted development proposals for a scheme at the site earmarked for the construction of the new barrier. The Environment Agency and Port of London Authority formally objected to proposals. As this site is outside of London, I have no direct planning powers here. However, I wrote to the Leader of Thurrock Council. My letter urged them to work with the Environment Agency to reach an agreement to safeguard land for the barrier whilst allowing for redevelopment in the area. This was successful and all parties have since entered into an agreement to ensure land is available for barrier construction when needed.

Current plans suggest a new Thames Barrier will be needed in the 2070s. I am working with the Environment Agency to support their 10 year review (due in 2020) of the Thames Estuary 2100 Plan, which sets out actions for managing future tidal flood risk in the Thames Estuary. The review will examine the latest monitoring data and evidence, including the rate of sea level rise, to re-assess the timeline for delivering a new barrier, and to ensure the plan remains fit for purpose to protect London in future.

**HS2****Question No: 2019/9169**[Leonie Cooper](#)

Is it true that the new HS2 line might threaten water supplies for millions of Londoners? If yes, is this a price worth paying to cut 20 minutes off the journey from London-Birmingham?

**HS2**[The Mayor](#)

Last updated: 21 May, 2019

HS2 is a project being delivered by High Speed 2 Limited, on behalf of the Department for Transport (DfT). Transport for London (TfL) is working closely with HS2 and the DfT to understand the impacts of High Speed 2 on London.

TfL understands that the building of HS2, in line with the High Speed 2 Phase 1 Act and the environmental statement that supports it, does require the relocation of a number of water assets, including water mains and Victorian sewers, particularly in Camden. HS2 has been working very closely with Thames Water and has undertaken significant studies into the drainage and water provision. TfL understands that Thames Water is confident that it will be able to maintain supply to London around the works.

**Low emission Neighbourhoods****Question No: 2019/9170**

Leonie Cooper

Your Low Emission Neighbourhoods are due to be fully delivered this month. How will you be continuing to monitor and maximise their effectiveness?

**Low emission Neighbourhoods**

The Mayor

Last updated: 21 May, 2019

The first round of five Low Emission Neighbourhoods (LENs) includes transformational public realm schemes, electric vehicle charging points, new cycling infrastructure, greening, pocket parks, new parking charges for polluting vehicles, and a host of other initiatives that will improve air quality and have a lasting legacy.

My officers have been closely monitoring their effectiveness in order to share any learnings with the London boroughs. A monitoring report will be published later this year which will summarise these. In the future, boroughs will provide annual updates on their LENs as part of their regular statutory reporting duties.

Given their success to date I have invited applications for more Low Emission Neighbourhoods through the next round of the Mayor's Air Quality Fund (MAQF). I will make further announcements about this in due course.

**Smart Energy Meter****Question No: 2019/9171**

Leonie Cooper

What percentage of households in London have a smart energy meter? Please provide figures broken down by Borough.

**Smart Energy Meter**

The Mayor

Last updated: 21 May, 2019

Smart energy meter installation data is captured by Smart Energy GB. A 2018 breakdown by borough can be found here: <https://www.smartenergygb.org/en/resources/press-centre/press-releases-folder/bus-tour-london?tab=1&docspage=1>

I have become increasingly concerned about the progress of the national Smart Metering Implementation Programme, which is essential to the delivery of smart meters within London. I have written to, and my Deputy Mayor for Environment and Energy has met with, Claire Perry, Minister of State at the Department for Business, Energy and Industrial Strategy to express my concern that the rollout is heavily delayed, running over budget, and that suppliers will not meet the 2020 deadline.

I also raised the need for government to ensure that the original SMETS1 (Smart Meter Equipment Technical Specification) meters that have been installed can continue to be

used when people switch energy suppliers, that better consumer engagement and energy efficiency advice is provided, and that technical solutions to install smart meters in some London properties are put in place swiftly. Without these issues addressed, I am severely limited in my ability to promote the rollout to Londoners above and beyond my existing activities and proposals.

I will continue to promote and support the rollout of smart meters through my Energy for Londoners programme, and require all new developments to install second generation SMETS2 (Smart Meter Equipment Technical Specification) meters. I will also continue to discuss these issues with energy suppliers, Ofgem and BEIS.

### **Energy Recovery**

**Question No: 2019/9172**

[Leonie Cooper](#)

Will you be supporting additional energy recovery schemes once Bunhill is operational at the end of the year?

### **Energy Recovery**

[The Mayor](#)

Last updated: 21 May, 2019

My Decentralised Energy Enabling Project (DEEP) is actively supporting decentralised energy schemes across London which includes actively investigating opportunities for capturing and utilising waste heat within these networks. In 2018, Transport for London undertook an exercise to identify potential sites across London that could offer high potential for waste heat capture. This work identified nearly 60 locations that are now being further analysed using funding from DEEP. The work will complete in late 2019 and will develop feasibility studies for heat networks that can be developed, including using waste heat from the tube as one of their primary heat sources. DEEP will operate through to March 2020.

### **Clean Air Week**

**Question No: 2019/9173**

[Leonie Cooper](#)

How are you supporting Clean Air Week?

### **Clean Air Week**

[The Mayor](#)

Last updated: 21 May, 2019

My officers have met with Global Action Plan (GAP) who are coordinating Clean Air Day, to agree the ways in which we will be supporting the campaign. I will be using this opportunity to continue to raise awareness with Londoners about air pollution, particularly the significant impact it has on people's health. This year's Clean Air Day which takes place on 20 June, is particularly important as Parliament considers new clean air legislation.



I am currently planning on supporting the day in a number of ways, including listing and promoting the range of borough clean air events through the London.gov.uk website, press and social media channels.

Further details will be announced in due course.

### **Car free day (1)**

**Question No: 2019/9174**

[Leonie Cooper](#)

How are preparations going for car free day in September?

### **Car free day (1)**

[The Mayor](#)

Last updated: 21 May, 2019

I will be hosting a central London Car Free Day event on World Car Free Day, Sunday 22 September. TfL is working with the City of London and London Borough of Southwark to develop the event footprint, and will announce more details soon.

I have also allocated funding to London Play, a charity which advocates Play Streets in London. Play Streets are a grass roots initiative, organised by residents for the street they live on. Neighbours agree to temporarily close their street to through traffic, making it a safe space for children to play. Play Streets allow residents to experience their street as a place to play, socialise and build communities. London Play will work with London's boroughs and residents to support 200 Play Streets on Car Free Day.

### **Car free day (2)**

**Question No: 2019/9175**

[Leonie Cooper](#)

Which Boroughs have been in touch about car-free day and asked for support for innovative activities?

### **Car free day (2)**

[The Mayor](#)

Last updated: 21 May, 2019

I will be hosting a central London Car Free Day event on World Car Free Day, Sunday 22 September. Transport for London (TfL) officers have written to all London boroughs to ask about their plans for Car Free Day. Twenty boroughs have so far replied with their intentions. The majority of these boroughs intend to support Car Free Day, but are yet to finalise plans.

The London Boroughs of Ealing, Brent, Lambeth and Haringey responded with potential options for local road closures for TfL's consideration.

TfL is in discussion with these boroughs and is also working closely with the City of London and the London borough of Southwark to develop the plans for the central London Car Free Day event.

## National Park City

**Question No: 2019/9176**

[Leonie Cooper](#)

What actions have you taken to prepare for June's National Park City festival?

## National Park City

[The Mayor](#)

Last updated: 21 May, 2019

The National Park City Festival will mark the confirmation of London as the world's first National Park City. From 20-28 July 2019, Londoners will be able to discover London's amazing outdoors through environmental, cultural, sporting and community activities. A fantastic programme of free events to celebrate London's green spaces, wildlife and waterways has been put together with a range of partners. These include the National Park City Foundation, the National Theatre, Open City, London Wildlife Trust, London Borough of Culture, ZSL, the Natural History Museum, the National Trust and London boroughs.

Community groups across London are also involved. We have run an open call for events and provided small grants to support over 70 local community events.

The full event listings will go live in the run up to the Festival. More details can be found on the website: [www.london.gov.uk/national-park-city](http://www.london.gov.uk/national-park-city)

## London Living Wage

**Question No: 2019/9177**

[Leonie Cooper](#)

Can you detail how many accredited London Living Wage employers there have been each year since the campaign began?

## London Living Wage

[The Mayor](#)

Last updated: 12 June, 2019

The London Living Wage campaign accreditation scheme began in 2011. The Living Wage Foundation have supplied information on the number of accredited Living Wage employers who have their headquarters in London.

There are now nearly 1,600 accredited London Living Wage employers. Below is a year by year breakdown of accreditations.

<u>Year</u>	<u>No. of Accreditations</u>
-------------	------------------------------

2011	4
2012	75
2013	104
2014	198
2015	198
2016	258
2017	285
2018	332
2019	145
<b>Total</b>	<b>1599</b>

### **Answer for London Living Wage**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Postgraduate gender pay gap**

**Question No: 2019/9178**

[Leonie Cooper](#)

Women in England with postgraduate degrees still earn less than men with only bachelor's degrees, while salaries for graduate men are growing at a faster pace than for their female peers, according to the latest official data on graduate earnings. How can you continue to encourage employers in London to eradicate the gender pay gap?

### **Postgraduate gender pay gap**

[The Mayor](#)

Last updated: 21 May, 2019

It is unacceptable that male graduates' earnings are 8 per cent higher than women's one year after graduation, 15 per cent after five years and 31 per cent higher at 10 years.

To help close this gap my Good Work Standard will encourage and support London's employers to create more high-quality, flexible, fairly paid work so that women can progress in their chosen careers. I have improved senior leader and board level diversity across the GLA group, signalling to other employers my commitment to this issue. By launching the Our Time sponsorship programme, I have also created a practical toolkit for how other London employers can support women into leadership roles.

The GLA group was one of the first public sector employers to publish data on the gender pay gap, and we are now working to deliver the action plan to close the gap. To ensure I continue to lead by example I have also introduced family-friendly policies including flexible working, the Childcare Deposit Loan scheme, and new premature and neo-natal leave policies.

**Catalytic Converter****Question No: 2019/9179**[Leonie Cooper](#)

Thank you for your response to my previous MQ2019 6233 on Catalytic Converter Theft. Please can you provide me with the number of thefts of catalytic converters from cars in 2018 for each of the 32 boroughs separately? Please provide this in excel format.

**Answer for Catalytic Converter**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Catalytic Converter**[The Mayor](#)

Last updated: 25 June, 2019

Please see the attached appendix which includes information provided by the MPS. This is a count of all theft from motor vehicles where the property taken was a catalytic converter during 2018.

**Riverside Walk****Question No: 2019/9180**[Leonie Cooper](#)

The Riverside Walk in Battersea has become dangerous for pedestrians, due to speeding cyclists, especially at commuter times. Has Wandsworth Council approached Transport for London for any support with improving safety arrangements here?

**Riverside Walk**[The Mayor](#)

Last updated: 21 May, 2019

Transport for London (TfL) has not recently received an approach for support from the London Borough of Wandsworth about concerns on Riverside Walk, and the responsible officers are not aware of one having been received previously. TfL is working with the London Borough of Wandsworth on proposals to improve cycle infrastructure on Nine Elms Lane, which would offer a parallel cycle route.

**Air Quality****Question No: 2019/9181**[Leonie Cooper](#)

Air Quality continues to be poor around Tooting Broadway. Can you update constituents on progress on the Transport for London scheme to change the roads and pedestrian layout

around Tooting Broadway? Will this improve air quality and when will it be fully implemented?

### **Answer for Air Quality**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Air Quality**

[The Mayor](#)

Last updated: 28 October, 2019

Transport for London's (TfL's) proposals to transform Tooting town centre seek to improve conditions for people walking, cycling and using public transport and encourage greater use of these sustainable travel options. This is expected to help improve air quality in the area. TfL is currently reviewing the responses to the consultation held late last year and will hold additional discussions with the London Borough of Wandsworth to see whether the proposals can be made even better. TfL intends to release the consultation report at the end of October, which will set out its planned next steps. I can reassure residents of Tooting that cleaning up London's toxic air remains one of my top priorities.

### **School Streets**

**Question No: 2019/9182**

[Leonie Cooper](#)

How successful is the School Streets trial proving to be, in terms of both safety and air quality?

### **School Streets**

[The Mayor](#)

Last updated: 21 May, 2019

School streets are being piloted by a number of London boroughs, including Greenwich, Camden, Westminster, Southwark, Hounslow and Hackney. TfL are supporting boroughs as they deliver Play Streets and Healthy School Streets. Most schemes have not yet been in operation for a full school year. However, preliminary results are positive.

Example of improvements reported include Haimo Primary in Greenwich which has recorded a 35 per cent reduction in parents driving children to school, a 33 per cent increase in scooting and an 11 per cent increase in walking since the introduction of the school street.

Similarly, St Joseph's Catholic Primary School in Camden reported a reduction in the number of parents driving their children to the school. Parents have also reported a significant improvement in how safe they feel the school street is.. Air quality data collected on the street outside the school indicates that air quality improved, with a 3.8 per cent reduction in NO2 levels overall on school days. This is expected to mean a significantly greater reduction at times when children are arriving and departing the school as this is

when the closure is in place but monitoring methods (diffusion tubes) used were not sensitive enough to report this.

Similar results were reported by an evaluation study in Edinburgh.

I will continue collecting evidence about the effectiveness of School Streets and will include more information in the GLA's annual compendium of borough air quality activity.

## **Putney Garage**

**Question No: 2019/9183**

[Leonie Cooper](#)

I have been approached by bus drivers from Putney Bus garage about the disgusting state of driver roadside toilets, some being locked and some being frankly indescribable. What is Transport for London doing to work more effectively with the bus companies to ensure drivers have dignity whilst at work?

## **Answer for Putney Garage**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **Putney Garage**

[The Mayor](#)

Last updated: 03 June, 2019

I am very concerned to hear this. If the locations of these road-side toilets can be provided, along with details of when they were locked and in an unsatisfactory condition, I will ask Transport for London (TfL) to look into this.

Directly-provided road-side toilets are cleaned at least once a day and are checked for any defects so that ad-hoc maintenance and repairs can be carried out without delay. In the past 12 months, TfL has surveyed more than 200 sites, including bus stations, stands or stand-alone sites, giving it a detailed picture of toilet facilities and areas for improvement.

TfL is now embarking on a regular programme of inspections to audit the quality of maintenance and record the overall condition of toilets to ensure future investment is focused where it can make the most positive immediate difference.

In terms of adding facilities where they are most needed, TfL is over half way to providing 42 priority bus routes with convenient access to toilets. TfL continues to work closely with the union Unite and the bus operating companies to implement these and enhance driver facilities as quickly as possible.

**No. 19 Bus****Question No: 2019/9184**[Leonie Cooper](#)

My constituents are absolutely overjoyed at the decision to maintain the No.19 bus. Several would like to ride across Battersea Bridge with you or the Deputy Mayor to show their appreciation. Is this something that can be arranged?

**No. 19 Bus**[The Mayor](#)

Last updated: 21 May, 2019

Thank you for the kind invitation. Unfortunately, due to diary pressures neither the Deputy Mayor for Transport or I will be able to commit to a ride across Battersea bridge.

We would like to reiterate our thanks to you and your constituents for the continued engagement shown throughout Transport for London's (TfL's) central London bus consultation, particularly on the proposals to curtail route 19 between Holborn and Battersea. The feedback provided was instrumental for TfL to accurately assess the benefits and disadvantages of this proposal.

**Homelessness services****Question No: 2019/9186**[Tom Copley](#)

Will the Greater London Authority publish a review of the effectiveness of its homelessness services over the past winter, and set priorities for where further funding could best improve provision to those most in need?

**Homelessness services**[The Mayor](#)

Last updated: 21 May, 2019

Last year we published an extensive review of the Severe Weather Emergency Provision (SWEP) in 2017/18. This set out recommendations for improvement, including the 'In for good' principal which was adopted in 2018/19. We will be reviewing the effectiveness of SWEP in 2018/19 as part of deciding how to most effectively use further funding in 2019/20.

**Short-term lettings registration (1)****Question No: 2019/9187**[Tom Copley](#)

Which short-term lettings companies have expressed support in your mandatory registration proposal, and have you held meetings with any?

**Short-term lettings registration (1)**

[The Mayor](#)

Last updated: 21 May, 2019

Airbnb expressed support for my proposal for a registration system for short-term lets by co-signing my letter to the Government about this on 22 April. Over the past few months, my Deputy Mayor and his team have also met with several other short-term lettings platforms. Booking.com and TripAdvisor have signalled their support for further regulation of short-term lettings, and both HomeAway and TripAdvisor have agreed to apply a voluntary cap in the meantime.

**Short-term lettings registration (2)****Question No: 2019/9188**[Tom Copley](#)

Do you have an estimate of how many homes are being let out on short-term lettings platforms beyond the 90 day per year limit?

**Short-term lettings registration (2)**[The Mayor](#)

Last updated: 21 May, 2019

My team is in regular contact with local authorities regarding short term lets, who have expressed their concern at the scale of suspected illegal activity. Given the lack of available data, and their stretched resources, they have struggled to gather an accurate picture of the number of short lets in breach of the rule.

**Leasehold (1)****Question No: 2019/9189**[Tom Copley](#)

In view of the recent critical cross-party report by the House of Commons Select Committee into the leasehold tenure and the fact that the majority of England's leaseholders live in the capital, will the Mayor commission research and collect evidence to gauge the views of leaseholders in London to the recommendations of the committee and to the proposals put forward by Government for consultation?

**Leasehold (1)**[The Mayor](#)

Last updated: 21 May, 2019

My team is in regular contact with those representing leaseholders in London. I have ensured that their views have been represented in my responses to recent consultations on this issue, my public calls on the Government to improve the complex leasehold system and do more to help existing leaseholders, and in my team's regular discussions with Government officials about reforming the tenure.

**Leasehold (1)**



[The Mayor](#)

Last updated: 17 May, 2019

My team is in regular contact with those representing leaseholders in London. I have ensured that their views have been represented in my responses to recent consultations on this issue, my public calls on the Government to improve the complex leasehold system and do more to help existing leaseholders, and in my team's regular discussions with Government officials about reforming the tenure.

**Leasehold (2)****Question No: 2019/9190**[Tom Copley](#)

In the light of the new data in the recent House of Commons briefing paper on leasehold tenure, will the Mayor publish updated figures to show the total number of leaseholders in London? It would be helpful if this information could be published on a borough and constituency basis and if the figures could show whether the freeholder was a local authority, housing association or a private freeholder.

**Leasehold (2)**[The Mayor](#)

Last updated: 21 May, 2019

The data within the recent House of Commons briefing paper is informed by MHCLG estimates of the number of leasehold dwellings in England.

While MHCLG has published experimental estimates of the number of leasehold dwellings in England as a whole, the statistical release does not include any sub-national data. The GLA does not collect or hold any equivalent figures for London.

GLA officers have written to MHCLG officials about this issue. They have advised that the Government is exploring ways to improve the method for collating data for the next publication, which is planned for September 2019. This includes exploring whether it is possible to provide reliable estimates of the number of leasehold dwellings at a regional level.

**Estate regeneration balloting (2)****Question No: 2019/9191**[Tom Copley](#)

Do you know of any other councils that are not seeking or turning down Greater London Authority funding in order to avoid an Estate Regeneration Ballot that would be a condition of that funding?

**Estate regeneration balloting (2)**[The Mayor](#)

Last updated: 21 May, 2019

Councils do not need to provide a reason when they do not bid for my funding. However, the planning application by Wandsworth Council to demolish and rebuild the York Road Estate and part of the Winstanley Estate recently came to the GLA and I was disappointed to learn the council has not bid for my affordable homes funding for this project, as this could increase the level of affordable housing in the rebuilt estate beyond what is possible through the planning process alone. Personally, I was concerned it seemed the council may have been avoiding my funding as they are unwilling to undertake a ballot.

### **Estate regeneration balloting (3)**

**Question No: 2019/9192**

[Tom Copley](#)

Could you provide a list of estates that have to-date held residents' ballots on regeneration proposals, and any estates where these are due to happen in the future?

### **Estate regeneration balloting (3)**

[The Mayor](#)

Last updated: 21 May, 2019

The resident ballot requirement is a funding condition in the GLA's affordable housing grant agreements. Landlords are only required to notify the GLA if they have held a positive ballot and wish to draw down grant. As a result, the GLA does not have an accurate record of estates that are due to hold ballots in the future. The GLA would have no mechanism to require social landlords to notify us of such plans.

The GLA publishes a list of estates where it has been informed that positive ballots have taken place at the link below. It also publishes information here about estate regeneration projects it is funding. Please note some of these projects will not trigger the resident ballot requirement and some may be eligible for an exemption to the resident ballot requirement.

<https://www.london.gov.uk/what-we-do/housing-and-land/increasing-housing-supply/estate-regeneration-data>

### **Design quality (2)**

**Question No: 2019/9193**

[Tom Copley](#)

Have you or your representatives met with or submitted evidence to the Government's Building Better, Building Beautiful Commission?

### **Design quality (2)**

[The Mayor](#)

Last updated: 21 May, 2019

Neither I nor my officers have met with or submitted evidence to the Government's Building Better, Building Beautiful Commission. However, my officers are in regular contact with the Government teams that lead on planning, design policy and architecture.

## **The Role of Civilian Investigators**

**Question No: 2019/9195**

[Unmesh Desai](#)

What role do you believe Civilian Investigators should be playing in the Metropolitan Police Service given the loss of police officers and staff as a result of the Government's austerity policies since 2010?

### **The Role of Civilian Investigators**

[The Mayor](#)

Last updated: 21 May, 2019

Police staff – including civilian investigators, play a vital role in supporting frontline officers.

The Metropolitan Police Service (MPS) has recently taken the decision to recruit around 200 Police Staff Investigators with designated powers. These members of staff will provide additional resilience in the Violent Crime Task Force, specialist murder teams, proactive and reactive crime teams and safeguarding teams.

Designated powers include conducting interviews, seizing evidence, obtaining warrants and taking statements. They will not have powers of arrest or detention. Many of these staff may be retired police officers who will bring extensive experience and additional capability. This, in turn, will free up warranted police officer time.

## **Additional Mayoral Funding for Violence Against Women and Girls Services**

**Question No: 2019/9196**

[Unmesh Desai](#)

How will the additional £15m you announced for Violence Against Women and Girls services in February 2019 improve the support services available to survivors of VAWG?

<https://www.london.gov.uk/press-releases/mayoral/mayors-15m-boost-to-tackle-violence>

### **Additional Mayoral Funding for Violence Against Women and Girls Services**

[The Mayor](#)

Last updated: 21 May, 2019

The overarching premise of the fund is to tackle the issues facing service providers and provide much needed additional support to survivors, with the majority of the fund being distributed in this financial year. MOPAC funded Rape Crisis Centres, Integrated Victim and Witness Service (domestic abuse element) and the London Sexual Assault and Referral Centres (SARC) have received an immediate additional investment of £1.35million to maintain existing services, manage an increase in demand and modernise existing services, this additional funding will see 700 more women able to access timely support. The remainder of the fund will sustain programmes of innovation, develop the commissioning

and funding arrangements within the VAWG sector, extend the reach and quality of services offered to survivors with protected characteristics and strengthen the overall capacity of the sector to work with survivors.

## **Challenging Misogynistic Behaviours to tackle Violence Against Women and Girls**

**Question No: 2019/9197**

[Unmesh Desai](#)

Your Violence Against Women and Girls Strategy recognises the vital role that education can play in challenging misogynistic attitudes which can lead to violence against women and girls. How are you supporting schools to tackle underlying attitudes which may encourage unhealthy relationships or other forms of violence against women and girls?

## **Answer for Challenging Misogynistic Behaviours to tackle Violence Against Women and Girls**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **Challenging Misogynistic Behaviours to tackle Violence Against Women and Girls**

[The Mayor](#)

Last updated: 12 June, 2019

I have commissioned the charity Tender to deliver a whole school prevention pilot in Croydon. This three-academic year programme is addressing gangs, serious youth violence (SYV) and violence against women and girls within the context of healthy relationships; resilience and enabling young people to make positive choices.

The pilot is being delivered in four Croydon schools and will equip teachers (and other education professionals within the wider school family) with the knowledge, skills and confidence to identify, and take the appropriate steps with children and young people at risk of victimisation or offending.

One element of the evaluation of the pilot will be to develop a toolkit that can be used by other London schools. This will enable schools who wish to, replicate the learning from the pilot to support them to tackle underlying attitudes which may encourage misogyny, unhealthy relationships or other forms of violence against women and girls.

## **Met Police Officer Cancelled Rest Days 2018/19**

**Question No: 2019/9198**

[Unmesh Desai](#)

How many Met Police rest days were cancelled in each month of 2018/19 financial year?

## **Answer for Met Police Officer Cancelled Rest Days 2018/19**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Met Police Officer Cancelled Rest Days 2018/19**

[The Mayor](#)

Last updated: 03 June, 2019

The number of Police Officer Rest Days cancelled in each month for 2018/19 were:

Apr 43,142

May 50,138

Jun 38,167

Jul 42,510

Aug 46,372

Sep 39,004

Oct 39,755

Nov 40,970

Dec 46,403

Jan 47,145

Feb 40,558

Mar 46,474

Total 520,638

Rest days can be cancelled for a variety of reasons, not just by the Metropolitan Police Service for purposes such as Aid but also by individual officers themselves to better manage their workload.

### **Policing Operation concerning Julian Assange Costs**

**Question No: 2019/9199**

[Unmesh Desai](#)

How much has the policing operation concerning Julian Assange, ensconced in the Ecuadorean Embassy to avoid his arrest warrant, cost in total?

### **Answer for Policing Operation concerning Julian Assange Costs**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Policing Operation concerning Julian Assange Costs**

[The Mayor](#)

Last updated: 03 June, 2019

The Metropolitan Police Service is collating the costs and will provide the information when it is available.

### **Policing and Body-Worn Video Camera for Plain Clothes and Undercover Officers (1)**

**Question No: 2019/9200**

[Unmesh Desai](#)

Are plain clothes police officers and undercover police officers equipped with body-worn video cameras?

### **Answer for Policing and Body-Worn Video Camera for Plain Clothes and Undercover Officers (1)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Policing and Body-Worn Video Camera for Plain Clothes and Undercover Officers (1)**

[The Mayor](#)

Last updated: 12 June, 2019

Body-Worn Video (BWV) is an overt recording device. If an officer is in a plain clothes role and not considered covert (i.e. a role that requires RIPA authorisation), then they must have a camera readily available to record any mandatory incident (e.g. any search, arrests, use of force, DA incidents etc).

Officers are instructed, before they leave Met premises, that they should make sure that when required, they are able to attach a BWV camera to their clothing so that it can easily be seen by members of the public. Officers must record their justification for not using a camera for mandatory recording incidents. Carrying out plain clothes work is not considered sufficient justification alone.

Officers in predominantly public facing roles (regardless of wearing uniform or not), are provided with a personally issued camera. Every other officer can use one of the "Pool Cameras" which are available on all Boroughs.

## **Policing and Body-Worn Video Camera for Plain Clothes and Undercover Officers (2)**

**Question No: 2019/9201**

[Unmesh Desai](#)

What is the number of complaints made against uniformed police officers in 2018 and what was the number of complaints made against non-uniformed or undercover officers?

### **Answer for Policing and Body-Worn Video Camera for Plain Clothes and Undercover Officers (2)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **Policing and Body-Worn Video Camera for Plain Clothes and Undercover Officers (2)**

[The Mayor](#)

Last updated: 12 June, 2019

The Metropolitan Police Service (MPS) received 4,737 complaints in the calendar year 2018.

The MPS does not record whether officers were deployed in plain-clothes duties or in uniform when subject to a complaint. It should also be noted that whether officers deploy in uniform or plain-clothes varies from day-to-day, even in the same role.

'Undercover' policing is a highly specialised role and is distinct from officers working in plain clothes. All undercover officers are based within the Covert Policing Command (MO3). In 2018, officers from MO3, received 8 complaints.

Note that information on complaints is provided in MOPAC's Quarterly Performance report [www.london.gov.uk/mopac-publications/mopac-quarter-3-performance-report](http://www.london.gov.uk/mopac-publications/mopac-quarter-3-performance-report) and the Independent Office for Police Conduct (IOPC) also regularly publishes information [www.policeconduct.gov.uk/research-and-learning/statistics/complaints-statistics](http://www.policeconduct.gov.uk/research-and-learning/statistics/complaints-statistics)

## **Security Funding for Places of Worship**

**Question No: 2019/9202**

[Unmesh Desai](#)

Last month I signed a letter organised by Kate Green MP to call on the Home Secretary to release security funding for places of worship and to simplify the application process. (<https://www.marycreagh.com/news/2019/04/05/security-funding-for-mosques/>). Do you support the calls made by over 100 MPs in this letter?

### **Answer for Security Funding for Places of Worship**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Security Funding for Places of Worship**

[The Mayor](#)

Last updated: 03 June, 2019

I fully support calls for the Home Secretary to release funding for the physical costs associated with enhancing safety and security in places of worship and to simplify the application process. I recently wrote to the Home Secretary to make these very points.

The tragic recent attacks in Christchurch, New Zealand, Sri-Lanka and San Diego, USA all targeted faith communities and we have seen subsequent hate incidents at places of worship in the UK.

Keeping Londoners safe is my top priority and this includes ensuring that people can practise their faith freely and safely.

I continue to do all I can to reassure faith communities in London and committed resources to delivering a Mosque Leaders Safety and Security event in March and a Multi-Faith Safety and Security event in May where we joined Faith Associates and the Faiths Forum for London alongside specialists in the police and designing out crime experts to provide advice to religious community leaders on how to improve safety and security for their premises and worshippers.

However, advice can only go so far without the necessary funding and therefore I wholeheartedly agree that these need to be made available immediately.

### **Hackney Wick Train Disruption**

**Question No: 2019/9203**

[Unmesh Desai](#)

Will Transport for London work with Arriva to improve the reliability of the trains serving Hackney Wick station, particularly during the evening, given the importance of the night time economy to local businesses?

### **Answer for Hackney Wick Train Disruption**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Hackney Wick Train Disruption**

[The Mayor](#)

Last updated: 03 June, 2019

Transport for London (TfL) always aims to run services as planned, and changes only happen as a last resort to prevent delayed services causing longer-term disruption.



However, I have asked TfL to investigate the details of this matter and write to you directly by 31 May 2019.

### **Electronics watch Transport for London report**

**Question No: 2019/9204**

[Unmesh Desai](#)

Can Transport for London ask Electronics Watch to publicly report on working conditions in TfL's supply chains at the earliest opportunity?

### **Answer for Electronics watch Transport for London report**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Electronics watch Transport for London report**

[The Mayor](#)

Last updated: 03 June, 2019

Transport for London can request that Electronics Watch publish this information. However, Electronics Watch do not necessarily monitor and report on a specific employer's supply chain as it is highly complex and interlinked with others. Electronics Watch's approach to reporting prioritises workers and workers' organisations, employers, brand buyers, and public buyers (affiliates to Electronics Watch). Further information can be found here: [http://electronicswatch.org/en/publication-of-electronics-watch-monitoring-reports\\_2541710](http://electronicswatch.org/en/publication-of-electronics-watch-monitoring-reports_2541710)

### **Transport for London Supply Chain Working conditions**

**Question No: 2019/9205**

[Unmesh Desai](#)

Can Transport for London publicly report on working conditions in its clothing and work wear supply chains as soon as possible?

### **Answer for Transport for London Supply Chain Working conditions**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Transport for London Supply Chain Working conditions**

[The Mayor](#)

Last updated: 03 June, 2019

Transport for London (TfL) was the first public sector organisation to join the Ethical Trading Initiative (ETI), a leading alliance of companies, trade unions and non-governmental organisations that promotes respect for workers' rights around the globe. In

addition, TfL publishes an annual Modern Slavery Statement on its website. The statement informs TfL's customers, suppliers, staff and the public about its approach to identify, prevent and mitigate the risks modern slavery, human trafficking, forced and bonded labour and labour rights violations in its supply chains.

TfL's approach to gaining visibility of, and improving working conditions in, its clothing supply chains was externally endorsed in a 2018 report titled 'U.K. Public Sector Apparel Procurement: Ensuring Transparency and Respect for Human Rights' by the International Corporate Accountability Roundtable. TfL also requires independent third party audits to be conducted on all sites of manufacture of its uniforms.

### **Greater London Authority bodies supply chain contracts**

**Question No: 2019/9206**

[Unmesh Desai](#)

Would you consider requiring TfL, the Metropolitan Police, and the Fire Service introduce new contract conditions, at the earliest opportunity, to require suppliers to disclose their manufacturers (in confidence) to enable independent NGOs to report on their working conditions?

### **Answer for Greater London Authority bodies supply chain contracts**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Greater London Authority bodies supply chain contracts**

[The Mayor](#)

Last updated: 03 June, 2019

The GLA Group has identified supply chains which it considers to be high risk with regards to working conditions and human rights abuses, and is taking appropriate action to address these risks. In the case of electronics supply chains, the group has affiliated to Electronics Watch, and is including requirements in relevant tenders for suppliers to disclose their manufactures to Electronics Watch in order to allow them to independently monitor labour conditions. Transport for London includes similar requirements in its uniforms contract, information it then provides to the Ethical Trading Initiative.

### **Supply chain monitoring**

**Question No: 2019/9207**

[Unmesh Desai](#)

Would you consider commissioning NGOs such as Labour Behind the Label/Clean Clothes Campaign and/or the Workers Rights Consortium, to report on working conditions in priority supply chains?

### **Answer for Supply chain monitoring**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Supply chain monitoring**[The Mayor](#)

Last updated: 03 June, 2019

Transport for London (TfL) already has arrangements in place with bodies such as the Ethical Trading Initiative and Electronics Watch. I am always open to the GLA group putting similar arrangements in place as and when appropriate.

**Fair Trade City****Question No: 2019/9208**[Unmesh Desai](#)

Could you commit to helping make London an effective Fairtrade City by

- a) Funding the development of ethical and fair-trade procurement policies for Greater London Authority bodies
- b) Providing support for Fairtrade London volunteers
- c) Ensuring catering facilities in City Hall use full ranges of 'fairly traded' products, objectively defined in contract conditions in accordance with Public Contract Regulations 2015?

**Answer for Fair Trade City**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Fair Trade City**[The Mayor](#)

Last updated: 25 June, 2019

I am committed to making London a Fairtrade City. I have supported Fairtrade by offering Fairtrade products in City Hall, hosting Fairtrade Fortnight events, and championing Fairtrade procurement more widely. With regards to your specific points:

- a) I have published my Responsible Procurement Policy, which can be found at [www.london.gov.uk/rp-policy](http://www.london.gov.uk/rp-policy). One of the six themes is 'Promoting ethical sourcing practices', where we focus on identifying contracts and areas of spend where there may be a high risk of poor working conditions, human rights abuses or negative impacts on security and crime.

b) My volunteering programme is called Team London. I encourage all Londoners to become active citizens and to give their time to make the capital a better place. Volunteering is a great way to help Londoners reach their full potential. It can help them to build the new skills that employers are looking for and is a great social leveler to help London to become a happier and more unified city.

c) London was the UK's first Fairtrade City and I published the London Food Strategy in December 2018 to reaffirm my commitment to promoting healthy, sustainable food in the GLA Group by supporting initiatives including Fairtrade, Food for Life Served Here, Sustainable Fish Cities and RSPC Assured food. The strategy champions Fairtrade certification in its 'good food' definition and calls on Londoners to look out for Fairtrade certified products.

## **Equality of access to IVF treatment**

**Question No: 2019/9209**

[Unmesh Desai](#)

Do you agree that the level of provision available for those seeking IVF treatment in London should not be determined by where a patient lives?

## **Equality of access to IVF treatment**

[The Mayor](#)

Last updated: 21 May, 2019

Whilst I have no direct responsibility for the delivery of NHS services, Londoners should expect to be able to access the healthcare services they need, where and when they need them. I am committed to making London a healthier, fairer city, where nobody's health suffers because of who they are, or where they live. A postcode lottery in access to IVF treatment is just one symptom of the financial pressure the NHS is under.

As part of my commitment to champion and challenge the NHS, I raise a range of NHS issues in my regular meetings with London's health leaders and I will continue to advocate for better access to healthcare for all Londoners.

## **Arrests of National Action Members**

**Question No: 2019/9210**

[Unmesh Desai](#)

How many national action members were arrested in London in 2017/18 and 2018/19?

## **Answer for Arrests of National Action Members**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **Arrests of National Action Members**

[The Mayor](#)

Last updated: 03 June, 2019

Unfortunately, the MPS have no way to answer this question.

The membership list of National Action is not public and such details are not routinely recorded in custody records.

## **Investigation of Aggravated and Motivated Hate Crime**

**Question No: 2019/9211**

[Unmesh Desai](#)

What is the difference between an aggravated and a motivated hate crime?

### **Answer for Investigation of Aggravated and Motivated Hate Crime**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **Investigation of Aggravated and Motivated Hate Crime**

[The Mayor](#)

Last updated: 02 September, 2019

The Crime and Disorder act 1988 identifies a number of offences which if motivated by hostility, or where the offender demonstrates hostility, can be treated as racially or religiously aggravated. These offences are assaults, criminal damage, public order offences and harassment.

More recently the criminal justice act in 2003 now allows courts to consider racial or religious hostility, or hostility towards sexual orientation, disability or transgender identity as an aggravating factor when deciding on the sentence for any offence except those described above.

## **Investigation of Aggravated and Motivated Hate Crime**

**Question No: 2019/9212**

[Unmesh Desai](#)

My understanding is that aggravated hate crimes are dealt with by response officers and non- aggravated hate crimes/ motivated hate crimes will be investigated by officers working in Basic Command Unit Safeguarding Teams. Can you confirm that this is correct and provide some background about the different investigative processes for investigating hate crimes?

### **Answer for Investigation of Aggravated and Motivated Hate Crime**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Investigation of Aggravated and Motivated Hate Crime**

[The Mayor](#)

Last updated: 02 September, 2019

It is correct that the Basic Command Unit Safeguarding Teams investigate motivated hate crime and that response officers investigate aggravated hate crime.

The MPS hate crime policy applies to all investigations of hate crime, and within this policy, officers are expected to provide a bespoke response according to the circumstances of the crime and the victim's needs. This includes carrying out a detailed risk assessment of the victim/s to assess the impact of the crime on the victim, the likelihood of them being victimised again and whether they have been victimised previously, and the ongoing risk they face. A victim impact statement will be taken also.

This is especially important in cases of hate crime since we know repeat and escalating victimisation is often a feature of these cases.

### **School Air Quality Audits**

**Question No: 2019/9214**

[Andrew Dismore](#)

When will you be conducting your next set of school air quality audits? Will you consider undertaking one at Martin School in East Finchley, where air quality monitoring equipment was recently installed, and showed a reading of 46.2ug/m<sup>3</sup>, which is well above the legal limit set by the EU of 40ug/m<sup>3</sup>?

### **School Air Quality Audits**

[The Mayor](#)

Last updated: 21 May, 2019

In 2017 I took early action at schools located in areas with some of the highest air pollution levels through an audits programme. I have also provided starter grants to deliver the resulting recommendations.

Whilst I funded the first 50 school air quality audits, I have asked London boroughs to roll them out so that every school located in an area of high air pollution can benefit from this approach. To help do this a school air quality audit toolkit has been produced. I have also changed the rules so boroughs can use their TfL Local Implementation Plan funding to help undertake audits and deliver any recommendations.

I agree that Martin School would benefit from an air quality audit and would encourage the London Borough of Barnet to work with the school and local community to deliver one.

**West Hampstead Overground station****Question No: 2019/9215**[Andrew Dismore](#)

The new West Hampstead Overground station is nearing completion. The construction design allows for the station to be completed with or without a ticket office. Residents are concerned that the station will lose its ticket office facility by default. Will you confirm that the ticket office will be provided in the new station?

**Answer for West Hampstead Overground station**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**West Hampstead Overground station**[The Mayor](#)

Last updated: 03 June, 2019

West Hampstead Overground station is being redeveloped without a traditional ticket office. However, a staffed point of sale will be available at busier times at this station. Transport for London is currently finalising arrangements for the station, which will be confirmed following discussions with the Trade Unions.

**Tube noise [1]****Question No: 2019/9216**[Andrew Dismore](#)

Tube noise has not been reduced sufficiently for a number of residents, who have suffered ground borne noise well in excess of 50Db, in some case for several years and in one case rendering the property uninhabitable. In such cases will you now consider compensating residents, if necessary buying their property?

**Tube noise [1]**[The Mayor](#)

Last updated: 21 May, 2019

Transport for London (TfL) understands the importance of minimising noise levels for its neighbours and is determined to do more to achieve it. TfL is focussing its efforts on tackling tube noise and vibration at source, not through compensation. It has carried out works near over 200 homes most affected by noise, installing thousands of new track fastenings, hundreds of metres of new track, grinding rails and removing rail joints where no longer necessary. Where current technology does not reduce noise levels, TfL will continue working with suppliers and academics to innovate and develop new technology to reduce noise levels across the network.

**Tube noise [2]****Question No: 2019/9217**[Andrew Dismore](#)

In areas where residents are suffering excessive ground borne tube noise, reduction in train speeds have been shown to ameliorate significantly the noise they suffer. Will you now consider slowing trains outside rush hours, especially at weekends and with the night tube?

**Answer for Tube noise [2]**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Tube noise [2]**[The Mayor](#)

Last updated: 03 June, 2019

All reports of Tube noise are assessed by Transport for London (TfL) on a case by case basis so that the appropriate action can be taken. The relationship between train speed and noise levels is complex and there is not always a direct link between the two. The use of speed restrictions needs to be carefully balanced against providing a level of service that London Underground customers could reasonably expect.

TfL is currently reviewing what criteria should be used when assessing requests for speed restrictions.

**Tube noise [3]****Question No: 2019/9218**[Andrew Dismore](#)

Why have Transport for London refused to enable the friction modifier installed at Finchley Central? Have they ensured the noise will not get even worse when the southbound track is upgraded? If so, how? Is it written into the engineering contract to ensure this (unlike last time)?

**Tube noise [3]**[The Mayor](#)

Last updated: 21 May, 2019

Transport for London (TfL) took noise measurements inside properties near Finchley Central earlier this year. These readings confirmed that the additional lubrication applied to the northbound track near the curve at Finchley Central was effective in reducing noise levels by around 10dB.

A friction modifier has been installed in this area. However, TfL identified a safety concern following testing of train braking so does not plan to activate it. it.



TfL's contractors deliver in accordance with track construction standards set out by TfL, using TfL approved materials. This ensures that noise and vibration levels are kept as low as is practicable.

If residents are experiencing an increase in noise disturbance they can contact TfL's Customer Service Centre on 0343 222 1234 or at [tfl.gov.uk/contact](http://tfl.gov.uk/contact)

### **Tube noise [4]**

**Question No: 2019/9219**

[Andrew Dismore](#)

How are Transport for London monitoring the effectiveness of lubrication installed on the tracks at Finchley Central? Residents still report that trains travelling along the corner near the station still screech. Can residents get direct or live visibility on noise measurements and lubricant application times?

### **Tube noise [4]**

[The Mayor](#)

Last updated: 21 May, 2019

Transport for London (TfL) took noise measurements inside properties close to Finchley Central earlier this year. These readings confirmed the additional lubrication was effective in reducing noise levels by around 10dB. Following further recent complaints, TfL is arranging further measurements.

The lubricant is applied each time the tube wheels go over the lubricator located at the affected area, which occurs several hundred times per day.

If residents are experiencing an increase in noise disturbance they can contact TfL's Customer Service Centre on 0343 222 1234 or at [tfl.gov.uk/contact](http://tfl.gov.uk/contact)

### **Tube noise [5]**

**Question No: 2019/9220**

[Andrew Dismore](#)

Although noise may have been reduced slightly in some locations such as Finchley Central, it did not exist at all before the speed increases and northbound track upgrades. Why can Transport for London not return this noise to previous level?

### **Tube noise [5]**

[The Mayor](#)

Last updated: 21 May, 2019

The northbound track upgrade was undertaken as part of Transport for London's (TfL) wider programme of track renewals and upgrades. These works are essential for TfL to maintain reliability and safety on its network.

TfL is aware of recent complaints about tube noise in this area and will undertake further noise measurements and carry out practicable mitigations to reduce noise at affected properties.

**Tube noise [6]****Question No: 2019/9221**[Andrew Dismore](#)

How many complaints about increased tube noise have Transport for London received from Hendon Central, namely Prothero Gardens and Quadrant Close? What assessment has been made of the cause of an increase in tube noise there?

**Tube noise [6]**[The Mayor](#)

Last updated: 21 May, 2019

Transport for London (TfL) has received four complaints about tube noise in the Hendon Central area in 2019.

TfL has undertaken noise readings and targeted site visits and will be carrying out remedial works to the track this month.

**Gospel Oak to Barking Line****Question No: 2019/9222**[Andrew Dismore](#)

Will you make a statement on when you expect the new trains to be available and running on the line? How much longer will passengers have to put up with a sub-standard service?

**Answer for Gospel Oak to Barking Line**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Gospel Oak to Barking Line**[The Mayor](#)

Last updated: 03 June, 2019

Passengers on the Gospel Oak to Barking Line have had to endure a poor service for far too long, and I share their frustration at the continued delays that they have experienced. However, I can now confirm that the first of the brand new four-car electric trains entered passenger service on the line on Thursday 23 May 2019.

This is the first step towards returning to the regular timetable of four trains per hour, and delivering the much-needed capacity on this line. The new electric trains, built by Bombardier Transportation in Derby, can carry nearly 700 people, double the capacity of

the old diesel trains that were previously operating on the line. The new trains will also be much better for air quality and the environment.

Two of the new trains are now in operation on the line, enhancing the service provided by the modified electric trains. This will allow Transport for London (TfL) to run additional services on weekdays and weekends, complementing the current two trains per hour interim timetable. More trains will be put into service over time and it is expected the regular 15 minute frequency will be restored later in the summer.

I have secured a month's free travel, funded by Bombardier Transportation, as a well-deserved thank you to passengers on this line for their patience. TfL will be offering this from September and will provide more detail closer to the time.

### **Transport for London telephone contact numbers**

**Question No: 2019/9223**

[Andrew Dismore](#)

Do you agree that it is important that Transport for London maintain a working telephone system for complaints, for those who do not have access to email, or would prefer to speak to someone? What then is the best customer contact number, and how do you rate performance for handling calls?

### **Transport for London telephone contact numbers**

[The Mayor](#)

Last updated: 21 May, 2019

Transport for London (TfL) provides customers with a variety of ways to get in contact. If a customer prefers to speak to an advisor, TfL has a telephone line available 24 hours a day, 7 days a week. The telephone number is 0343 222 1234 and all calls will be charged at a local rate – which is often free on many tariffs. Alternatively, TfL's online tools allow customers to self-serve with minimal effort. These include the TfL website, TravelBot and Social Media.

The quality of TfL's interactions with customers is assessed internally by line managers against a quality framework. The contact centre quality is also measured independently by a mystery shopping company who assess the interaction against the industry standards. This measure is included in the TfL performance scorecard.

### **Swiss Cottage gyratory**

**Question No: 2019/9224**

[Andrew Dismore](#)

Transport for London has expressed an intention to work with Camden to develop new plans to improve safety for all users at the Swiss Cottage gyratory system, including focus on completing certain sections of the former CS11 proposal including the Swiss Cottage gyratory. Will this include blocking the Avenue Rd side of the A41 to all traffic except buses

and cycles, especially bearing in mind Transport for London's decision to tell the 100 Avenue Rd Construction Working Group meeting that it may let lorries use the A41 (Avenue Rd) to access the site, to a greater extent and duration than is currently committed in the Essential Living Construction Management Plan, because of the indefinite suspension of plans for CS11. What is being proposed for this gyratory?

### **Swiss Cottage gyratory**

[The Mayor](#)

Last updated: 21 May, 2019

The Court action by Westminster City Council in September 2018 postponed Cycle Superhighway 11 (CS11). This meant that the proposed transformation of Swiss Cottage gyratory, to reduce traffic domination and make the neighbourhood safer and less intimidating for people walking and cycling, has not progressed.

In spite of this, Transport for London (TfL) remains keen to work with Camden Council to explore new opportunities to make Swiss Cottage an even better place to live and work, reducing road danger for people walking and cycling, and making it easier for users to move through the area.

This summer, TfL will begin work with Camden Council to re-consider how the gyratory could change to realise local priorities and the Mayor's Healthy Streets Approach. Until these investigations have concluded, I cannot provide further details on future gyratory proposals, including user access to A41 Avenue Road.

### **25 bus and the Hopper fare**

**Question No: 2019/9225**

[Andrew Dismore](#)

Reducing the 25 bus route from Oxford Circus to Holborn is making it harder for travellers from East London to get to the West End. Experience shows that travellers who get one before Mile End do not benefit from the hopper fare, and in effect are paying twice for the same journey, as it is more than an hour before they tap in on the 25 bus, then tap in again for the next bus to take them on to Oxford Circus. What do you plan to do about this to ensure a fair fare?

### **Answer for 25 bus and the Hopper fare**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **25 bus and the Hopper fare**

[The Mayor](#)

Last updated: 20 August, 2019

Transport for London (TfL) took the decision to shorten route 25 as the number of customers using the service was declining, and in response to recommendations to reduce the number of buses using Oxford Street.

I realise that this change has resulted in a small number of customers now changing onto routes 8 or 521 to continue their journeys beyond Holborn. In situations where this has happened outside of one hour, this has meant customers have paid twice for journeys that could previously have been completed on route 25.

I am committed to ensuring that travel in London is affordable, and I am pleased to tell you that since 15th June 2019 TfL has been refunding passengers whose journeys take longer than an hour before they change from route 25 onto routes 8 or 521. TfL will review this arrangement after 12 months.

### **Stirling Corner**

**Question No: 2019/9226**

[Andrew Dismore](#)

Further to your answer to Question No: 2017/2921

'When do you expect to go to consultation on the long-promised pedestrian and cycling improvements to the junction?'

Your response being:

'Following my response to MQ 2017/1798, further detailed traffic modelling work is now required. Public consultation will follow the completion of this work and is currently planned for early 2018.'

What is the present position in effecting long overdue pedestrian and cycle safety improvements to this junction?

### **Answer for Stirling Corner**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Stirling Corner**

[The Mayor](#)

Last updated: 12 June, 2019

Following the public engagement that was carried out in March 2018, Transport for London (TfL) has been working on the detailed design for a new pedestrian and cycle crossing at the A1/Barnet Way junction, in discussion with the London Borough of Barnet. The crossing is now scheduled to be built and completed this financial year.

**Uber [1]****Question No: 2019/9227**[Andrew Dismore](#)

Constituents have raised that Uber are operating unlawful discriminatory practices against wheelchair users, in requiring them to book larger, far more expensive cars unnecessarily, when asked to carry light, small travelling wheelchairs which would fit in an ordinary vehicle. Will you investigate this practice, and take action to stop Uber discriminating against passengers with disabilities?

**Answer for Uber [1]**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Uber [1]**[The Mayor](#)

Last updated: 03 June, 2019

Private hire drivers have specific legal responsibilities under the Equality Act 2010 not to discriminate when providing a service. This includes not charging passengers more because they are disabled.

Transport for London (TfL) have recently prosecuted licensed drivers for failing in these duties and we will investigate and take appropriate action for all complaints we receive in relation to failure of duties imposed by the 2010 Act. I would encourage your constituents to contact TfL directly if they have not already done so.

**Uber [2]****Question No: 2019/9228**[Andrew Dismore](#)

Uber make it virtually impossible for customers to make an email complaint or indeed any other kind of complaint. Will you investigate this and require them to operate an accessible complaints process?

**Answer for Uber [2]**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Uber [2]**[The Mayor](#)

Last updated: 03 June, 2019

Since 1 October 2018 Transport for London (TfL) has required all private hire operators to have a phone line available to passengers at all times the business is operating to enable

customers to make a complaint. I understand that Uber London Limited (ULL) customers can make a complaint by phone, online, via the ULL customer app or on Twitter.

Complaints about taxi or private hire journeys can also be made directly to TfL at the following location: [www.tfl.gov.uk/modes/taxis-and-minicabs](http://www.tfl.gov.uk/modes/taxis-and-minicabs).

## **Mornington Crescent bus stops**

**Question No: 2019/9229**

[Andrew Dismore](#)

Do you agree that there is no reason now, with the bendy buses gone and one fewer bus route stopping there, for the two bus stops outside the Mornington Crescent tube station not to be reunited, to serve the 24, 27, 29 And 134 more conveniently, especially for older people who presently have to make a run for the bus stop for the next bus?

### **Answer for Mornington Crescent bus stops**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Mornington Crescent bus stops**

[The Mayor](#)

Last updated: 03 June, 2019

The split stops are designed to help manage the five day routes and four night bus routes that serve the area. If both stops were to be merged it would create a capacity issue given the number of buses stopping at that location, as each of the four bus routes that serve Mornington Crescent are high in frequency.

Transport for London's assessments show that there is only room for two to three buses before the road would be blocked by traffic at the busy junction of Eversholt Street and Camden High Street. This could also cause problems for pedestrians wishing to cross the road and delay other bus services.

In addition, the street furniture at stop D could hamper the effective boarding and alighting (especially for those with mobility issues) if more than two buses parked sequentially, which is less likely to happen with the split stops.

Additional messaging to drivers has been included within the new Big Red Book, a handbook that guides drivers to look out for customers who may need to board their bus. The handbook advises drivers to check no one else wishes to board the bus and to be prepared to wait for customers, in particular people making an effort to get to the bus stop, including vulnerable, older or disabled people. However, once a driver has started to indicate to move or another vehicle has given way, it would be unsafe for the driver to re-open their doors and would give mixed messages to other motorists.

**Joint inspection of tower blocks****Question No: 2019/9231**[Andrew Dismore](#)

Changes to the Regulatory Reform (Fire Safety) Order and the Housing Health and Safety Rating System have now been passed by Parliament, which came into force on 23 January this year. Joint inspection from fire and rescue services, the Health and Safety Executive and local authorities are now able to enforce removal of dangerous cladding. What progress is being made in setting up teams in London?

**Joint inspection of tower blocks**[The Mayor](#)

Last updated: 21 May, 2019

The national Government has asked the Local Government Association to take a lead on setting up the Joint Inspection Team. It will be a multidisciplinary taskforce to support local authorities in taking enforcement action against inactive building owners.

The taskforce was announced in June 2018; progress has been slow, though we are told it should be up and running in the next couple of months. Once it is set up, ministers must make sure the team has the power and resources it needs to be effective.

**Removal of dangerous cladding****Question No: 2019/9232**[Andrew Dismore](#)

What progress is being made with the removal of dangerous cladding from private blocks?

**Removal of dangerous cladding**[The Mayor](#)

Last updated: 21 May, 2019

Data released by the Government indicate that the removal of dangerous cladding from private sector blocks has been very slow. As of April 2019, 266 private sector blocks (comprising residential blocks, hotels, and student accommodation) have been identified with unsafe ACM cladding, and around half of these blocks will be in London. Out of these: 43 have had their cladding removed; 21 have begun remediation work; 121 have a remediation plan in place but works have not started; 41 have reported an intent to remediate and are developing plans, and 40 have no clear remediation plans.

**City Operations Unit****Question No: 2019/9233**[Andrew Dismore](#)

What is the role and annual funding of the City Operations Unit and what is its relation to London Resilience?



**City Operations Unit**[The Mayor](#)

Last updated: 21 May, 2019

The City Operations Unit are responsible for the GLA's work with partners regarding incidents and major events in the city, ensuring that suitable briefing and support is provided to the Mayoralty.

The Unit is currently working on the development of the 24/7/365 situational awareness capability for the capital with the ability to identify, process, analyse and comprehend critical elements of information and turn this into actionable first alert intelligence.

The Unit is responsible for the ongoing development and delivery of the GLA's response protocols in the event of a major incident, rising-tide scenario and public order events.

The Unit represents the GLA at the London Resilience Forum, the London Resilience Partnership, Strategic Coordinating Groups and manages the day-to-day operational relationship between the GLA and London Resilience Group.

The Unit is also responsible for the development of pan-London key agency coordination plans for the delivery of major events and state ceremonies/occasions where there is likely to be a high impact on business as usual, the transport network and/or other disruption to the capital.

The 2019/20 budget for the City Operations Unit is £500k, however, some staffing costs are held in External Affairs for historical reasons. This will be addressed in time for the 2019-20 budget process.

**Interserve****Question No: 2019/9234**[Andrew Dismore](#)

What was the number, total value and average value of contracts, if any, the Greater London Authority family held with Interserve before it went into administration?

**Answer for Interserve**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Interserve**[The Mayor](#)

Last updated: 12 June, 2019

Set out below are details of the GLA group's contracts with Interserve before it went into administration:

The London Fire Commissioner (LFC) has one contract with Interserve (start date October 2016), to deliver cleaning services. The contract was due to expire in October this year but has been extended to now expire in October 2020 as the service and contractor's performance is deemed highly satisfactory. The annual value of the contract is £1.67 million.

MOPAC / Metropolitan Police Service (MPS) – has one contract with Interserve with a potential value up to £30 million for provision of Special Event Services

Transport for London (TfL) has a contract with Interserve for Track Cleaning and Track Vegetation Management. It commenced in September 2017 and expires September 2019. The annual value is circa £8.9 million per year. TfL also has a pan TfL security contract with Interserve. This is a five-year contract which started in June 2017 and has an option to extend for a further two years. The contract value is circa £16.5 million per annum.

## **Sprinklers in schools**

**Question No: 2019/9235**

[Andrew Dismore](#)

Recent research by Stephanie Peacock MP shows just 15% of schools built since 2011 have sprinklers fitted. How many schools built in London under the Priority School Building Programme and free schools programme have been fitted with sprinklers, and how many were built in total?

## **Sprinklers in schools**

[The Mayor](#)

Last updated: 21 May, 2019

London Fire Brigade (LFB) has campaigned for sprinklers to be made mandatory in all new schools and major refurbishments for over a decade and recommends their use in each building control consultation it responds to. However, LFB does not receive details of whether a build proceeds with sprinklers included and does not collect specific data on whether a school is part of the Priority School Building Programme or free schools programme.

## **Fire safety in historic buildings [1]**

**Question No: 2019/9236**

[Andrew Dismore](#)

What steps is London Fire Brigade taking to improve fire prevention and response across London's historic buildings of religious and cultural value?

## **Fire safety in historic buildings [1]**

[The Mayor](#)

Last updated: 21 May, 2019

London Fire Brigade's (LFB) fire safety inspection programme includes working with heritage and historic sites across London. A heritage co-ordinator within the Fire Safety department assists and supports heritage sites by engaging with external stakeholders, such as English Heritage and Royal Palaces, and to review their emergency plans, salvage plans, out of hours response plans and gathers relevant information for operational response considerations.

The LFB emergency response to heritage sites is practiced through borough based exercises. Recent examples include salvage exercises at the Guildhall and the Tower of London alongside the Royal Palaces salvage teams. Further exercises planned for this year include St Paul's Cathedral and Hampton Court.

Following the fire at Notre Dame LFB are writing to all known historic buildings in London reiterating advice on fire safety in historic buildings and on the need for salvage plans. This letter will be sent by the end of May.

## **London Fire Brigade equipment**

**Question No: 2019/9237**

[Andrew Dismore](#)

During the operation to save Notre Dame cathedral, the Brigade des sapeurs-pompiers de Paris used a robot, "colossus" and drones to aid firefighters. What assessment has London Fire Brigade made of the help a similar robot would give to operations in London?

## **London Fire Brigade equipment**

[The Mayor](#)

Last updated: 21 May, 2019

London Fire Brigade (LFB) is not currently investigating the use of colossus or similar robots for firefighting. LFB has representation on both national and regional research and development forums and is not aware that colossus or any similar robots are currently being investigated at any of these forums. However, LFB will look closely at colossus over the next six months, to see whether this type of technology might be able to be used successfully to aid firefighting and improve firefighter safety in the context of London's complex and varied built environment.

LFB keeps abreast of technological developments that could improve incident commander's situational awareness or support firefighter safety by allowing them to extinguish fires remotely.

**Sprinklers****Question No: 2019/9238**[Andrew Dismore](#)

You stated that the London Fire Commissioner had a meeting scheduled in April with the Housing minister to discuss fitting and retrofitting of sprinklers. What was the outcome of that meeting?

**Sprinklers**[The Mayor](#)

Last updated: 21 May, 2019

The London Fire Commissioner and Assistant Commissioner for Fire Safety met the Housing Minister on 24 April and discussed a number of key issues including remediation work on private blocks, consultations that arose from the Hackitt review and sprinklers. They also gave examples of cases where buildings in London are not being built in accordance with the plans provided to LFB. The Government has since made an announcement on remediation for private blocks and further outcomes of the meeting will become apparent as the Government makes further announcements on these issues.

**Electrical appliance safety in public sector fittings****Question No: 2019/9239**[Andrew Dismore](#)

London Fire Brigade have recommended consumers do not buy plastic-backed appliances. What steps have you taken to ensure the fit-out on homes built using Greater London Authority money or on GLA land does not use these unsafe appliances?

**Electrical appliance safety in public sector fittings**[The Mayor](#)

Last updated: 21 May, 2019

I would expect all Londoners to heed the advice of the London Fire Brigade. The London Fire Brigade's Total Recalls campaign highlights issues with unsafe electrical goods. Ultimately, however, it is the job of central Government to regulate building materials, components and appliances. Any schemes receiving GLA funding will still need to secure planning permission and comply with building regulations, and building owners and individual occupants will need to comply with relevant legislation when managing and occupying new homes.

**Support for residents living with flammable cladding (1)****Question No: 2019/9240**[Andrew Dismore](#)

Surveys by the UK Cladding Action Group of residents in private tower blocks with flammable cladding showed that a quarter (25.5%) have sought medical help due to mental health issues, while 15.3% said they were receiving medical attention. A total of 38.3% of

residents said they had turned to alcohol to help cope with the stress while 8.7% said they were experiencing suicidal feelings as a result. Will you consider writing to the relevant building owners in London and NHS organisations asking them to provide support for these individuals?

### **Support for residents living with flammable cladding (1)**

[The Mayor](#)

Last updated: 21 May, 2019

The impact of the tragedy at Grenfell Tower was widespread, and I wrote to the Secretary of State for Health and Social Care last October seeking assurance that plans were in place to meet the physical and mental health needs of affected families.

This report shines a light on how wide the impacts of the Grenfell tragedy have been and it is vital to ensure the right support is available to everyone who may be affected.

It is unacceptable that residents should shoulder the burden of the cost of remedial work to remove cladding on privately-owned high-rise buildings. The Government has finally recognised this, recently announcing that they will fund the removal of unsafe ACM cladding.

### **Support for residents living with flammable cladding (2)**

**Question No: 2019/9241**

[Andrew Dismore](#)

Has the Greater London Authority considered establishing or procuring a loans facility to provide reasonable credit to leaseholders affected by interim fire safety and remediation costs in blocks with flammable cladding?

### **Support for residents living with flammable cladding (2)**

[The Mayor](#)

Last updated: 21 May, 2019

All the GLA's housing funding comes from the Government and so any proposal to help leaseholders would need to be supported by them.

Although the Government has finally announced it will cover the cost of removing unsafe ACM cladding in privately owned blocks, this funding will not cover the cost of interim fire safety measures, nor other fire safety works not related to ACM cladding, and so my team will raise with Government our concern about the size of bills that individual leaseholders could still face for works to make their buildings safe.

**Public sector flammable cladding remediation****Question No: 2019/9242**[Andrew Dismore](#)

What was the total amount of cladding remediation funding awarded to the Greater London Authority to deal with public and social housing in London, and how much of it has been a) spent and b) committed, covering how many buildings?

**Public sector flammable cladding remediation**[The Mayor](#)

Last updated: 24 May, 2019

The GLA manages the Social Sector ACM Cladding Remediation Fund in London on the Government's behalf. The Government approves funding applications, and a total of £206 million funding has been committed and has begun to be spent on 72 buildings in London.

**Answer for Public sector flammable cladding remediation**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Rate of flammable cladding remediation on private buildings****Question No: 2019/9243**[Andrew Dismore](#)

How many privately-owned tall buildings with ACM-type cladding have been identified in London, how many have plans in place for remediation, how many have started remediation, and how many have completed remediation, since the launch of the Government's building safety programme? Please provide this figure on a quarterly basis from the earliest suitable date.

**Rate of flammable cladding remediation on private buildings**[The Mayor](#)

Last updated: 24 May, 2019

MHCLG provides monthly updates on the Building Safety Programme. The data indicates that there were 223 privately-owned tall buildings in England comprised of residential blocks, hotels and student blocks with unsafe ACM cladding in England in April 2019. I understand that around half of the total number of buildings are located in London. Official sub-national statistics are not published.

Of the 223 private sector buildings identified with unsafe ACM cladding, 21 have started remediation work; 121 have a remediation plan in place but works have not started; 41 have reported an intent to remediate and are developing plans, and 40 buildings remain with unclear remediation plans. This is in addition to the 43 private sector blocks that have completed remediation work as of 30 April 2019.

**Answer for Rate of flammable cladding remediation on private buildings**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **London Fire Brigade support for boroughs**

**Question No: 2019/9244**

[Andrew Dismore](#)

Which boroughs have requested London Fire Brigade advice on the risk posed by tall buildings with flammable cladding in the last 24 months?

## **London Fire Brigade support for boroughs**

[The Mayor](#)

Last updated: 21 May, 2019

London Fire Brigade (LFB) routinely liaises with all London boroughs on issues of fire safety proactively and reactively, through liaison with local borough commanders, fire safety teams and the fire safety helpdesk at LFB headquarters. Over the last 24 months, information will have been exchanged with every London borough through these mechanisms including issues relating to high rise premises and cladding.

A senior LFB officer attends the Local Authority Housing Director's Fire Safety Steering Group and the Local Authority Housing Director's Fire Safety Group meetings each month at London Councils which have had a particular focus in the last two years on issues relating to high rise residential accommodation, including cladding issues. This forum is open to all London Boroughs.

## **Joint fire safety inspections**

**Question No: 2019/9245**

[Andrew Dismore](#)

How many joint inspections between London Fire Brigade and local authority housing officers of tall residential buildings with flammable cladding have been carried out in each quarter in the last two years? Please provide this data by borough

## **Joint fire safety inspections**

[The Mayor](#)

Last updated: 21 May, 2019

London Fire Brigade (LFB) requires the attendance of the Responsible Person (RP) or their representative at an inspection. This would include a representative from the local authority where the local authority is the RP for the building.

In the last two years LFB has made in excess of 1200 visits to high rise premises with suspected flammable cladding. Of these, 316 visits have been conducted at premises with confirmed flammable cladding.

Visits to premises to with confirmed flammable cladding by borough:

<b>Borough</b>	<b>Visits</b>	<b>Borough</b>	<b>Visits</b>
Barking & Dagenham	1	Hillingdon	2
Barnet	6	Hounslow	2
Bexley	0	Islington	9
Brent	23	Kensington & Chelsea	2
Bromley	1	Kingston Upon Thames	0
Camden	6	Lambeth	9
City of London	1	Lewisham	3
Croydon	14	Merton	9
Ealing	8	Newham	14
Enfield	1	Redbridge	2
Greenwich	45	Richmond Upon Thames	0
Hackney	14	Southwark	13
Hammersmith & Fulham	5	Sutton	3
Haringey	12	Tower Hamlets	65
Harrow	2	Waltham Forest	4
Havering	0	Wandsworth	14
		Westminster	26

### **River Passenger Traffic**

**Question No: 2019/9247**

[Florence Eshalomi MP](#)

The River Action Plan aims to double the number of people using river services from six million in 2013 to 12million by 2020. Please provide details on the number of river passengers for 2017/18 and 2018/19 and estimates for 2019/20 to 2023/24, which covers your current Transport for London business plan. Please breakdown the figures into River Bus, River Tours & Woolwich Ferry.

### **Answer for River Passenger Traffic**

[The Mayor](#)



Last updated: 21 May, 2019

Officers are drafting a response

### **River Passenger Traffic**

[The Mayor](#)

Last updated: 24 May, 2019

The River Action Plan was introduced under a previous Mayor. However, my Transport Strategy specifically includes a focus on River Services, including the establishment of the Thames and London Waterways Forum which is chaired by my Deputy Mayor for Transport.

Transport for London (TfL) works closely with the Port of London Authority (PLA) to support their 2035 Thames Vision proposals to double river passenger numbers by 2035.

However, we must recognise the impact economic factors have on passenger numbers, especially as many river users are visitors to London or using services for leisure purposes as well as transport.

TfL manages eight piers in London and is responsible for the Woolwich Ferry service. Passenger journeys on the Thames have steadily increased in recent years following its investment in the piers that it operates. This includes approximately £12 million of investment in extensions of the Westminster and Bankside piers to increase capacity and address congestion, as well as upgrading card readers to accept Oyster and contactless payments on all River Bus services to make them quicker and easier for customers to use.

TfL also works closely with other organisations responsible for developing river traffic, including the PLA and independent boat operators. TfL will continue to work closely with these and other river stakeholders to help achieve the ambitious Thames Vision targets. TfL will also be publishing the London Passenger Pier Strategy in the summer which will identify further areas to support the Thames Vision targets.

I have provided below a breakdown of river passengers for 2017/18 and 2018/19 and estimated numbers from TfL's business plan for 2019/20 to 2023/24.

When the Woolwich Ferry passenger numbers for 2018/19 are removed due to its closure to allow the introduction of new vessels, underlying growth across River Bus and River Tours is 5.2 per cent.

	<b>2017/18</b>	<b>2018/19</b>
<b>River Bus</b>	4081048	4232928
<b>River Tours (inc. charters)</b>	4107311	4382213
<b>Woolwich Ferry</b>	1828446	1141958
<b>Total</b>	10016805	9757099
<b>2019/20</b>	10.2m	
<b>2020/21</b>	10.3m	
<b>2021/22</b>	10.4m	

<b>2022/23</b>	10.6m
<b>2023/24</b>	10.7m

## **Policing on the Transport for London Network (1)**

**Question No: 2019/9248**

[Florence Eshalomi MP](#)

Following MQ 2017/4480 can you now confirm what funding you provided in 2017/18? Please break down by police force.

### **Answer for Policing on the Transport for London Network (1)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Policing on the Transport for London Network (1)**

[The Mayor](#)

Last updated: 03 June, 2019

The table below shows the actual financial contribution provided broken down by police force in 2017/18 for all services provided.

<b>Police force</b>	<b>£m</b>
Metropolitan Police Service	93.4
British Transport Police	70.5
City of London Police	1.9
Total Value	165.8

## **Policing on the Transport for London Network (2)**

**Question No: 2019/9249**

[Florence Eshalomi MP](#)

Following MQ 2018/0672 can you set out funding projections for 2019/20 to 2023/24 across the Transport for London network. Please break down by financial year and by police force.

### **Answer for Policing on the Transport for London Network (2)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Policing on the Transport for London Network (2)**

[The Mayor](#)

Last updated: 03 June, 2019

The Transport for London (TfL) Business Plan contains current funding provision for policing services across the Transport for London (TfL) network. The table below shows the agreed budget for each police force for 2019/20. TfL has worked with police partners to find savings and efficiencies without impacting on operational performance.

<b>Police Force</b>	<b>£m</b>
British Transport Police*	67.8
City of London Police	2.16
Metropolitan Police Services	97.8
<b>Total value</b>	<b>167.76</b>

\*These numbers are currently proposed and the process to agree the budget with the BTP Authority is due to conclude by the end of May 2019.

Detailed figures for each police force for future years are subject to the annual budget-setting process, agreed with TfL's policing partners and therefore are not confirmed at this stage. However, the TfL Business Plan sets out funding projections for future years across the TfL network as follows. TfL is working with each force on an ongoing programme of identifying efficiencies whilst maintaining frontline capability.

#### **Business Plan Values (£m)**

**2020/21**

**Total** 164.4

### **Policing on the Transport for London Network (3)**

**Question No: 2019/9250**

[Florence Eshalomi MP](#)

Following MQT 2017/4482 can you now confirm how many warranted officers, Police Community Support Officers (PCSOs), traffic wardens or police staff were provided in 2017/18? Please break down this figure by British Transport Police, Metropolitan Police Service & City of London Police.

#### **Answer for Policing on the Transport for London Network (3)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

#### **Policing on the Transport for London Network (3)**

[The Mayor](#)

Last updated: 03 June, 2019

As of March 2018 the Metropolitan Police Service (MPS) Roads and Transport Policing Command (RTPC) consisted of:

**March 2018**

Police Officers	1487
PSCO	572
Police Staff	34
Traffic Warden	0

MOPAC is not responsible for the British Transport Police (BTP) or City of London Police.

**Policing on the Transport for London Network (4)****Question No: 2019/9251**

[Florence Eshalomi MP](#)

Following MQT 2017/4482 can you now confirm how many warranted officers, Police Community Support Officers (PCSOs), traffic wardens or police staff do you expect to be provided over the course of this current Transport for London business plan from 2019/20 to 2023/24? Please break down this figure by British Transport Police, Metropolitan Police Service & City of London Police and by financial year.

**Answer for Policing on the Transport for London Network (4)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Policing on the Transport for London Network (4)**

[The Mayor](#)

Last updated: 03 June, 2019

The table below sets out the number of budgeted police officers, police community support officers and police staff that the Metropolitan Police Services (MPS) has supporting the Transport for London Network in financial year 2019/20.

In relation to future years of the Transport for London Business Plan, policing numbers are agreed with TfL as part of the budget setting process for each financial year. Therefore, it is not yet possible to confirm establishment numbers for future years.

2019/20	Total
<b>Police Officers</b>	1,615.50
<b>Police Staff</b>	109.5
<b>PCSOs</b>	564

**Action on Equality****Question No: 2019/9252**[Florence Eshalomi MP](#)

In March 2017 Transport for London published their first yearly Action on Equality 2016/17 progress report. What plans, if any, do you have to publish progress reports for 2017/18 and 2018/19?

**Action on Equality**[The Mayor](#)

Last updated: 24 May, 2019

Transport for London is in the process of creating a new Diversity & Inclusion Impact Report, which will combine and supersede both the annual Action on Equality Progress Report and the annual Workforce Monitoring Report, which were both last published in 2016/17.

It is anticipated that the Diversity & Inclusion Impact Report for 2017/18 and 2018/19 will be published later this year.

**Answer for Action on Equality**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Blacklisting (1)****Question No: 2019/9253**[Florence Eshalomi MP](#)

You have said that, "Blacklisting is unlawful under The Employment Relations Act 1999 (Blacklists) Regulations 2010 and any contractor who breaches those Regulations can be deemed ineligible under procurement regulation to bid for the Greater London Authority's contracts. The GLA will invoke this legislation where appropriate to ensure it does not contract with organisations who engage in blacklisting." How many companies has Transport for London deemed ineligible under the Blacklists Regulations?

**Answer for Blacklisting (1)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Blacklisting (1)**[The Mayor](#)

Last updated: 02 September, 2019

I am determined to ensure that employees of suppliers to the GLA Group are treated fairly: fair terms of employment and fair terms of pay. The GLA Group Responsible Procurement

Policy sets out how the GLA Group is committed to pioneering socially, environmentally and economically sustainable procurement to deliver improved quality of life and better value for money. The policy reflects best practice and demonstrates that the GLA's procurement activities meet all relevant legislative requirements, including the Modern Slavery Act 2015, the Social Value Act 2012 and the Equality Act 2010.

Transport for London (TfL) has no record of deeming any company ineligible to bid for contracts under blacklisting regulations. Accordingly, there is no record of any contractor or sub-contractor being subject to legal proceedings and no TfL contracts have been suspended.

## **Blacklisting (2)**

**Question No: 2019/9254**

[Florence Eshalomi MP](#)

You have said that, "The law is clear about protections for whistleblowing and gives employees who believe they have been unfairly treated for blowing the whistle the right to take their case to an employment tribunal. I stand shoulder to shoulder with whistle blowers and condemn any employer who practices blacklisting or issues threats against whistle blowers." How many companies Transport for London contracts or sub-contracts with have been taken to an employment tribunal due to blacklisting? Of those cases, how many times were companies found guilty of blacklisting? Of those companies, how many had their TfL contracts or sub-contracts removed as a result?

## **Answer for Blacklisting (2)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **Blacklisting (2)**

[The Mayor](#)

Last updated: 02 September, 2019

Please see my response to Mayor's Question 2019/9253.

## **Transport for London Procurement (1)**

**Question No: 2019/9255**

[Florence Eshalomi MP](#)

What procurement contracts for bus, underground and overground train stock does Transport for London have upcoming over the next 10 years?

## **Answer for Transport for London Procurement (1)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Transport for London Procurement (1)**

[The Mayor](#)

Last updated: 12 June, 2019

Transport for London (TfL) recently signed a contract with Siemens for the delivery of new underground rolling stock for the Piccadilly line. This contract contains further options for the procurement of rolling stock on the Bakerloo, Central and Waterloo and City Lines. Buses are currently bought through Bus operators whose routes are tendered on a regular basis. TfL sets the specification for buses but do not generally currently directly purchase them. However, TfL has recently procured 20 new hydrogen fuelled buses which will be issued to our Bus Operators.

TfL is also in the final stages of awarding a contract to deliver 43 new trains for the Docklands Light Railway (DLR). These will replace the oldest rolling stock on the network which is nearly thirty years old and provide additional trains needed to meet growing levels of demand.

### **Transport for London Procurement (2)**

**Question No: 2019/9256**

[Florence Eshalomi MP](#)

What policies does Transport for London have to ensure its delivery of services and procurement of goods are socially, economically and environmentally best value and meet high standards in delivery across these factors?

### **Answer for Transport for London Procurement (2)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Transport for London Procurement (2)**

[The Mayor](#)

Last updated: 03 June, 2019

Transport for London (TfL) is governed by my Responsible Procurement Policy which covers the whole of the GLA group. The policy is a high level strategic document setting out my plans, ambitions and commitments for the GLA to ensure continuous improvement in London delivered through all of its procurement activities. In addition, TfL has procurement policies for Ethical Sourcing and Sustainable Timber which are published on its website. TfL is in the process of updating its own organisational procurement policy which will be published later in 2019.

**Transport for London Procurement (3)****Question No: 2019/9257**[Florence Eshalomi MP](#)

How does Transport for London take social, environmental and community benefit criteria into account in the pre-tender stage of contracting when; a) Deciding the scope and nature of the tender; and b) Engaging with the supplier marketplace, including SMEs and the supply chain?

**Answer for Transport for London Procurement (3)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Transport for London Procurement (3)**[The Mayor](#)

Last updated: 17 July, 2019

The pre-tender phase takes place when developing a Strategic Outline Business Case (SOBC). At Transport for London (TfL) these considerations are built into the SOBC planning process. In addition, when engaging with the supplier marketplace, TfL utilises a Responsible Procurement Checklist, to ensure that social, environmental and community benefit are incorporated where relevant.

**Transport for London Procurement (4)****Question No: 2019/9258**[Florence Eshalomi MP](#)

Is Transport for London following the example of other authorities and including discretionary grounds for exclusion of companies whose activities amount to grave misconduct in the pre-qualification eligibility assessment, for example the blacklisting of trade unionists, record on health and safety and in adhering to the Equality Act 2010?

**Answer for Transport for London Procurement (4)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Transport for London Procurement (4)**[The Mayor](#)

Last updated: 03 June, 2019

As a Public Sector Body, Transport for London (TfL) utilises the standard Crown Commercial Services supplier Selection Questionnaire. This includes discretionary grounds for exclusion for grave misconduct.



**Transport for London Procurement (5)****Question No: 2019/9259**[Florence Eshalomi MP](#)

How does Transport for London take into account the multiplier impact of UK based job creation over the whole life of a contract when considering the economic advantages of a contract at the award stage?

**Answer for Transport for London Procurement (5)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Transport for London Procurement (5)**[The Mayor](#)

Last updated: 03 June, 2019

Transport for London (TfL) includes strategic labour needs and training requirements at the tender stage in relevant contracts to require bidders to demonstrate how they will create skills and employment outcomes over the lifetime of the contract. In 2018/19 this resulted in the creation of more than 520 apprenticeship starts in TfL's supply chain, as well as a significant number of work placements, educational engagements, and pre-employment activity focused on social mobility. TfL's approach has been shared across the sector and adopted by the Department for Transport, Network Rail and Highways England.

**Transport for London Procurement (6)****Question No: 2019/9260**[Florence Eshalomi MP](#)

How does Transport for London take into account the impact of quality of employment practices on the deliverability of a contract and the achievement of the specified quality standard of a contract?

**Answer for Transport for London Procurement (6)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Transport for London Procurement (6)**[The Mayor](#)

Last updated: 12 June, 2019

Transport for London (TfL) is governed by my Responsible Procurement Policy which covers the whole of the GLA group. One of the six themes of the Policy is 'Embedding fair employment practices'. TfL requires its supply chain to pay the London Living Wage in all relevant contracts.

As a result, over 3,200 people are paid London Living Wage through TfL's supply chain. In addition, TfL includes equality and inclusion requirements in relevant contracts, and has recently required a target of 95% of all cleaning contractors under the *One FM* contract to be directly employed by *ABM* by September 2019, ensuring many more people benefit from the security this brings. At a wider level, I will shortly be launching a Good Work Standard across the capital which will act as a guide for all employers in London.

I have been clear that I want TfL's extensive public procurement of products and services to deliver lasting positive change. Through the GLA's responsible procurement, we can help to make London a more equal, fair and sustainable city and so generate benefits for all London's communities now and in the future.

## **Transport for London Procurement (7)**

**Question No: 2019/9261**

[Florence Eshalomi MP](#)

How does Transport for London include enforcement mechanisms within contract terms to ensure that specified social, environmental and community benefit clauses are delivered upon by a company awarded a contract?

## **Answer for Transport for London Procurement (7)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **Transport for London Procurement (7)**

[The Mayor](#)

Last updated: 17 July, 2019

Transport for London (TfL) contracts include provisions enabling them to terminate the contract where a supplier fails to comply with legal obligations in the fields of environmental, social or labour law. Where social, environmental or community benefit obligations are included in a contract, TfL will monitor the contractors' performance against those obligations as part of the contract management process. The mechanisms available will be dependent on the specific contract and will range from performance incentives to termination for breach of contract.

## **Planning permissions (1)**

**Question No: 2019/9262**

[Nicky Gavron](#)

Could you provide a breakdown for each of the past five years for the number of planning permissions granted for a) all new homes b) all affordable homes and c) homes for social rent levels (including London Affordable Rent where relevant).

## **Planning permissions (1)**

[The Mayor](#)

Last updated: 24 May, 2019

Please see attached Appendix A - MQ2019/9262 in response to your question.

### **Answer for Planning permissions (1)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Planning permissions (2)**

**Question No: 2019/9263**

[Nicky Gavron](#)

Could you provide a breakdown for the number of planning permissions granted in each of the past five years by number of units, number of bedrooms and by type of tenure (private, intermediate, social).

### **Planning permissions (2)**

[The Mayor](#)

Last updated: 24 May, 2019

Please see attached Appendix A - MQ2019/9263 in response to your question.

### **Answer for Planning permissions (2)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Planning with communities**

**Question No: 2019/9264**

[Nicky Gavron](#)

It is clear that in order to successfully deliver more homes across London, development needs to be supported by the local community. What steps can you take to ensure Londoners are better consulted and proactively involved in the planning process?

### **Planning with communities**

[The Mayor](#)

Last updated: 24 May, 2019

Throughout my draft London Plan I have emphasised the importance of consultation with local people, communities and other stakeholders. This is key to building strong and inclusive communities, as early engagement with local people leads to better planning proposals. I want local people to help to shape London's growth, and in consulting on my own planning policy documents – the London Plan, Supplementary Planning Guidance and

Opportunity Area Planning Frameworks – I am committed to genuine public and stakeholder consultation. Where I have called-in an application for my determination, I seek to allow sufficient time for consultation, and allow supporters and objectors time to address me at the public hearing.

### **Answer for Planning with communities**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Call-ins**

**Question No: 2019/9265**

[Nicky Gavron](#)

On schemes that you have called in and determined since coming to office, could you provide a breakdown of the total number of units by bedroom-size and tenure, and the changes to each that have been secured following the call-in.

### **Answer for Call-ins**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Call-ins**

[The Mayor](#)

Last updated: 03 June, 2019

The complete breakdown of housing numbers by application scheme, before and after call-in, is shown in the attached document.

Across the 8 cases that the Deputy Mayor for Planning, Regeneration & Skills and I have called-in and approved at a Representation Hearing, I have secured an additional 265 affordable and social rented homes and an additional 472 intermediate homes following call-in. I have also increased delivery of 1, 2 and 3 bedroom homes across all affordable tenures. Overall, my interventions have delivered an additional 150 homes for Londoners following call-in.

### **Permitted Development Rights**

**Question No: 2019/9266**

[Nicky Gavron](#)

What progress is being made with the Government with regard to securing an exemption from Permitted Development Rights for London's Central Activities Zone, which expires at the end of May?

### **Permitted Development Rights**

[The Mayor](#)

Last updated: 24 May, 2019

We have worked closely with the Government and local planning authorities on this matter and I am pleased that all ten local planning authorities in central London have now confirmed Article 4 Directions to remove office to residential permitted development rights. The Article 4 Directions apply to London's nationally significant office locations that are currently exempted from the rights, including the whole of the Central Activities Zone, the Northern Isle of Dogs, Tech City and the Royal Borough of Kensington & Chelsea. The Directions will all be in force by the end of May when the current exemptions expire.

**Answer for Permitted Development Rights**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**CS1 (1)****Question No: 2019/9268**[Joanne McCartney](#)

Are there any planned improvement works for Cycle Superhighway 1?

**Answer for CS1 (1)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**CS1 (1)**[The Mayor](#)

Last updated: 02 September, 2019

Yes. Transport for London (TfL) has been working with Hackney and Islington Councils on plans to introduce a section of segregated cycle route on Balls Pond Road. Hackney Council undertook a public consultation on proposals last November, and subject to the outcome of this, TfL will work with the Councils to progress to construction.

TfL is also supportive of a number of additional improvements being progressed by Hackney. These include: proposals for a zebra crossing for pedestrians and a parallel crossing for cyclists at Engelfield Road junction with Culford Road and Stamford Road, which is due to be consulted later this year; modal filters introduced last year around Wordsworth Road; and a protected cycle lane on West Bank in which is due to enter construction this year. TfL is also working with Haringey Council on proposed walking and cycling improvements on the section of CS1 that overlaps with the new proposed route between Camden and Tottenham.

Additionally, TfL will be assessing all existing routes against its new Cycling Quality Criteria, and this will include CS1. While I expect that the majority of the existing routes will meet

the criteria, there may be sections of routes where change is desirable, and in these locations TfL will consider the feasibility of upgrade work.

## CS1 (2)

**Question No: 2019/9269**

[Joanne McCartney](#)

A resident has raised concerns about the lack of lighting on the section of CS1 in Stamford Hill. Can you investigate if there is any action that can be taken to remedy the situation?

## Answer for CS1 (2)

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## CS1 (2)

[The Mayor](#)

Last updated: 02 September, 2019

The section of existing Cycle Superhighway (CS1) which runs north of Stamford Hill on Holmdale Terrace, Ermine Road and High Road is currently being reviewed as part of the forthcoming new Cycleway planned between Camden and Tottenham Hale. TfL is working in partnership with the London Boroughs of Hackney and Haringey to form proposals which will improve the current cycle route in this area. A review of the lighting will form part of this process to ensure the cycle facilities are appropriately lit.

More details will be available at public consultation, which is expected to take place next summer. However, TfL will continue to work closely with the Boroughs should they wish to deliver any improvements ahead of the proposed new Cycleway.

## Finsbury Park Station Access

**Question No: 2019/9270**

[Joanne McCartney](#)

Can you update me on the completion date for step free access to platforms 3&4 and 7&8 at Finsbury Park station?

## Finsbury Park Station Access

[The Mayor](#)

Last updated: 12 June, 2019

Earlier this year Transport for London opened two new lifts at Finsbury Park station. The lifts provide step-free access to the Piccadilly and Victoria lines as well as to platforms in the Network Rail (NR) station.

Provision of lift access to platforms 3 & 4 and 7 & 8 are part of NR's improvement works for the station. NR has confirmed they have recently received funding to begin these works,

which are planned to commence in autumn this year. The works are anticipated to be completed in 2021.

### **Answer for Finsbury Park Station Access**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Bus Links to North Middlesex University Hospital**

**Question No: 2019/9271**

[Joanne McCartney](#)

Further to MQ 2018/0560, can you update me on your plans to improve bus links to North Middlesex University Hospital?

### **Bus Links to North Middlesex University Hospital**

[The Mayor](#)

Last updated: 24 May, 2019

I am committed to ensuring that buses operate in the best possible way to serve their local communities. Transport for London (TfL) is working with Enfield Council to develop proposals to extend route W10 from its terminus at Enfield Town to North Middlesex Hospital via Firs Lane. As part of these plans, TfL is proposing to increase the hours of operation to 07:00 -19:00, increase the Monday to Saturday frequency to two buses per hour, and also introduce an hourly Sunday service on the route. These plans are subject to a route test and a consultation which is planned for later this year.

In addition, TfL is working with the hospital to restore route 491 towards Waltham Cross to a terminus within the grounds of the hospital, which will improve journey times. TfL met with representatives from the hospital in March, and is currently finalising the engineering designs for the work required for the terminus before progressing.

### **Answer for Bus Links to North Middlesex University Hospital**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Speed Cameras on the A10**

**Question No: 2019/9272**

[Joanne McCartney](#)

Can you update me on the progress being made on installing speed cameras on the A10 in Enfield? Speeding and racing are a real problem that I have raised a number of times before.

### **Answer for Speed Cameras on the A10**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Speed Cameras on the A10**[The Mayor](#)

Last updated: 03 June, 2019

Transport for London (TfL) is working in partnership with the London Borough of Enfield and the Metropolitan Police to resolve the long-standing problems associated with speeding and road racing on the A10. This behaviour is dangerous, risks lives and intimidates local residents.

The current focus is on the most dangerous drivers. The dedicated Roads and Transport Policing Command (RTPC), which TfL jointly funds with the Metropolitan Police, is running an intensified operation which started on the weekend of 5 May and will continue in to the summer. On the first weekend, the RTPC dispersed a gathering of over 300 vehicles in a car park that had come together for road racing. The results from the first day of this operation are:

- 28 speed offences enforced
- A highest speed of 75mph enforced
- Two vehicles seized for no insurance
- One vehicle seized in car park gathering
- One arrest for drink driving
- Very positive community feedback given to patrolling officers & subsequently on social media
- Effective dispersal of two car park gatherings of 300 vehicles with some racing

Please note that these figures represent the number of offences reported by officers, and will not necessarily be how they are processed.

Targeted police enforcement is an effective short-term tool against these reckless and careless drivers. Over the medium term, TfL is working with London boroughs to update the criteria used to prioritise future locations for the installation of safety cameras. A risk-based metric that supports the Vision Zero call for behavioural change is being developed. This new methodology will be finalised in the summer, and the decision on the priority locations for TfL to fund new cameras will be made in September. The RTPC is currently deploying mobile speed cameras as part of its current operation.

Safety cameras are only one of the ways to reduce speed-related deaths and serious injuries on our roads. TfL will continue working with the boroughs and its policing partners to consider all the factors necessary to reduce road danger. This will all be done in line with my Vision Zero approach to eliminate death and serious injury on the transport network.



**Training Metropolitan Police officers on coercive control and stalking****Question No: 2019/9273**[Joanne McCartney](#)

What training do Metropolitan Police Officers receive on coercive control and stalking? How many reports of coercive control and stalking/harassment have been made to the Metropolitan Police Service since 2015? How many charges and prosecutions have been brought?

**Answer for Training Metropolitan Police officers on coercive control and stalking**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Training Metropolitan Police officers on coercive control and stalking**[The Mayor](#)

Last updated: 02 September, 2019

Mandatory training was provided to over 18,500 police officers on coercive control in 2015 following the introduction of the Coercive and Controlling Behaviour legislation. The training took the form of Professional Development Days and supported by an NCALT e-learning package. Within the foundation course during recruit training, stalking and harassment is addressed in both a non-domestic abuse and domestic abuse (DA) context, and coercive and controlling behaviour as part of the domestic abuse syllabus. Probationary constables also attend several week-long interactive HYDRA learning sessions, one of which focusses on DA, covering both stalking and harassment, and coercive and controlling behaviour scenarios.

MASIP (Multi Agency Stalking Intervention Project), also informs the Metropolitan Police Service of learning and best practice to test out intervention programmes and improve responses to stalking perpetrators. It supports closer partnership working and information sharing in responding to stalking.

There have been 1890 cases of controlling or coercive behaviour, 76177 cases of harassment and 4321 cases of stalking. There have been 14 charges and 110 prosecutions of controlling and coercive behaviour, 85 charges and 7381 prosecutions of harassment and 83 charges and 649 prosecutions of stalking from 2015.

**Abuse of MPs and other Politicians****Question No: 2019/9274**[Joanne McCartney](#)

Following on from my question 2019/6336 has any new guidance been given in relation to the threats to MPs? I understand that the Metropolitan Police Service has initiated 'Operation Bridger' – can you briefly explain what this operation entails?

**Answer for Abuse of MPs and other Politicians**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Abuse of MPs and other Politicians**

[The Mayor](#)

Last updated: 03 June, 2019

The Crown Prosecution, in consultation with the Police, has recently issued an information pack to assist Parliamentarians and their staff to recognise and report potential crimes that have been committed against them when faced with intimidating behaviour. It is available on the Crown Prosecution website.

Operation Bridger was launched nationally in 2016; it was created to provide advice, liaison and technical security measures to members of Parliament and is overseen by the Parliamentary Security Department. The Police contribute security advice on appropriate mitigative measures; the Parliamentary Liaison and Investigative Team, which sits within CT Command of the Metropolitan Police Service assist in the National Coordination of that service.

### **Cost of Adult Education Courses**

**Question No: 2019/9275**

[Joanne McCartney](#)

I recently met with Enfield's Over 50s Forum, and the cost of further and higher education courses was raised. Many older people want to learn new skills or undertake courses to learn new things and keep their brain active. However, the cost of many courses is prohibitive for many, especially for those no longer in employment. What can you do to ensure that older Londoners can access affordable learning opportunities and Higher Education Courses? Will you raise this issue with London's HE sector?

### **Cost of Adult Education Courses**

[The Mayor](#)

Last updated: 24 May, 2019

Reducing barriers to participation in lifelong learning is a key objective of my Skills for Londoners strategy and my ambition to create an all-age careers offer. There is a growing need for regular re-skilling and up-skilling and I want to see a skills system that all Londoners can access throughout their lives. Through London's devolved Adult Education Budget, I am working to ensure training is accessible for older and other underrepresented learners, including those in low-paid work.

I have established a Higher Level Skills advisory group, which will inform my work on promoting the value of higher level courses, including for older learners. This includes raising awareness of entitlements and available sources of financial support, such as 19+ Advanced Learner Loans and associated bursary funds or maintenance loans. The Group

includes representatives from London's HE, FE and independent training providers and will meet for the first time next month.

### **Answer for Cost of Adult Education Courses**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Usdaw's 'Save Our Shops' Campaign**

**Question No: 2019/9276**

[Joanne McCartney](#)

Usdaw's 'Save Our Shops Campaign' is calling on the Government to take more action to support our local high streets, and keep local shops open. They have called for

(a) Economic measures to create a more level playing field between the high street and online retailing.

(b) Fair pay and job security for retail workers – a minimum wage of £10 per hour, tackle zero-hours and short-hours contracts, investment in skills and training, and

(c) Government action to protect jobs in the retail sector.

What can and are you doing in London to support this campaign?

### **Usdaw's 'Save Our Shops' Campaign**

[The Mayor](#)

Last updated: 03 June, 2019

My draft London Plan and my Economic Development Strategy encourage boroughs to deliver town centre strategies in partnership with local businesses and residents, that set out a clear vision for the regeneration that London's high streets need.

Protecting our high streets and the retail sector is vital, which is why I will continue to campaign for the full devolution of business rates, so we can address London's unique business environment and safeguard businesses and jobs that so many depend on. I welcome recent Government proposals for an online sales tax aimed at levelling the playing field and providing support for struggling retailers. However, this should be part of a wider package of reforms aimed at supporting the high street.

Since coming into office, I have introduced a range of initiatives to support London High Streets and our retail sector - around £26m of my two initial Good Growth funding rounds has been directed towards High streets and town centre improvements.

I have also reconvened the High Streets Sounding Board which includes representatives from a range of specialists in the sector. They will be advising me on how best to address some of the challenges the retail sector is facing.

### **Answer for Usdaw's 'Save Our Shops' Campaign**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **London Workforce Board**

**Question No: 2019/9277**

[Onkar Sahota](#)

What is the work programme for 2019/20 for the London Workforce Board?

## **London Workforce Board**

[The Mayor](#)

Last updated: 24 May, 2019

I understand that the London Workforce Board is currently finalising its priorities for 2019/20 with partners to ensure they align with the opportunities in the NHS Long Term Plan, the pending NHS Workforce Implementation Plan, and the anticipated Social Care Green Paper.

These priorities will build on the work undertaken in 2018/19 on: entry-level careers in health and social care (through apprenticeships), recruitment and retention of staff (such as the CapitalNurse programme) and sharing of best practice in tackling London's workforce challenges, through events and masterclasses.

## **Answer for London Workforce Board**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **NHS salary cap exemptions**

**Question No: 2019/9278**

[Onkar Sahota](#)

Is the London Workforce Board, or any other part of the London Health Board, making any representations to the Government regarding a salary exemption for foreign citizens coming to work in the UK social care sector?

## **NHS salary cap exemptions**

[The Mayor](#)

Last updated: 24 May, 2019

These Boards have not as yet made any formal representation to Government on this subject. However, I am very concerned at the risks arising to London and Londoners from the ill-thought out proposals of the Government's recent immigration White Paper, including potential salary thresholds for foreign citizens; and I will be addressing this as part of my wider response to their proposals.

**Answer for NHS salary cap exemptions**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**European social fund after the UK leaves the EU****Question No: 2019/9279**[Onkar Sahota](#)

How much European Social Fund funding has the Greater London Authority family received in each year of your mayoralty, and how much is already secured for future years?

**European social fund after the UK leaves the EU**[The Mayor](#)

Last updated: 24 May, 2019

The Greater London Authority's European Programmes Management Unit (EPMU) is responsible for London's £471 million share of the England European Social Fund (ESF) 2014-20 programme. This funding must be matched by an equivalent sum, and can be utilised until 2023. ESF provides employability and skills support, through enhancing access to the opportunities of London's labour market. Almost 400,000 people will be helped, with 135,000 achieving a positive result like progressing into, or within, the labour market; or gaining a qualification.

Most ESF is awarded to 'co-financing organisations'; including London Boroughs and government agencies. The GLA Co-financing organisation (a separate team from EPMU) has been allocated up to £83.5 million, with most projects due to begin delivery from August 2019. Claims paid to date total £816,000 for 2017/18 and £323,000 for 2018/19, with the remaining funding to be claimed by December 2023.

**Answer for European social fund after the UK leaves the EU**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**MedCity and the public good (1)****Question No: 2019/9280**[Onkar Sahota](#)

How will you support insights and research from MedCity projects to support public health programmes?

**MedCity and the public good (1)**[The Mayor](#)

Last updated: 24 May, 2019

MedCity has worked with NHS England, NHS Digital, NICE and Public Health England to develop the first standards framework for digital technologies. The framework will help companies develop evidenced technologies that are applicable to the healthcare system, helping to meet the needs of the NHS and patients.

MedCity is also working with organisations including the One London Local Health and Care Record Exemplar and the Health Data Research UK London hub to explore the case for a Digital Innovation Hub. If supported, this will provide invaluable access to health data to support public health research and development.

My officers will continue to work with MedCity to identify opportunities to improve the health of Londoners.

### **Answer for MedCity and the public good (1)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Medcity and the public good (2)**

**Question No: 2019/9281**

[Onkar Sahota](#)

What steps have you taken to increase the number of workers from disadvantaged backgrounds hired by firms participating in the MedCity scheme?

### **Medcity and the public good (2)**

[The Mayor](#)

Last updated: 24 May, 2019

MedCity is a small, independent organisation providing a single front door for industry and investors looking for partners in the life sciences sector.

My officers will continue to liaise with partners and stakeholders, including MedCity, to identify opportunities to support Mayoral initiatives to inspire more young Londoners to consider a career in Science, Technology, Engineering and Maths (STEM).

My London scientist programme is working with the British Science Association (BSA) to boost the number of young Londoners achieving the CREST award - the top accreditation scheme for schools in the country, providing national recognition for STEM projects.

Throughout 2019, I am funding over 5,000 London students from backgrounds underrepresented in STEM to gain a CREST Award.

### **Answer for Medcity and the public good (2)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Workers Memorial Day 2019 (1)****Question No: 2019/9282**[Onkar Sahota](#)

Please provide the number of injuries at work recorded in each Greater London Authority functional body for each year from 2009/10 to the latest available full year.

**Workers Memorial Day 2019 (1)**[The Mayor](#)

Last updated: 20 August, 2019

Please see below the recorded number of injuries in each GLA functional body from 2009/10 where applicable:

**GLA response (includes MOPAC)**

<b>Financial Year</b>	<b>Number of injuries at work recorded</b>
2009/2010	No records available
2010/2011	11
2011/2012	6
2012/2013	29
2013/2014	20
2014/2015	33
2015/2016	13
2016/2017	19
2017/2018	16
2018/2019	22

**Transport for London (TfL)**

<b>Financial Year</b>	<b>Number of injuries at work recorded</b>
2009/2010*	Incomplete record
2010/2011**	1996
2011/2012**	1966
2012/2013**	1790
2013/2014**	1739
2014/2015	2099
2015/2016	2097
2016/2017	2338
2017/2018	2115
2018/2019	1892

\* A centralised incident reporting system was not in place across the various parts of Surface Transport; within London Underground, 1,126 employee injuries were recorded.

\*\* Centralisation of incident reporting not fully extended to London Rail networks, data provided covers London Underground, London Buses and other Surface Transport functions.

### OPDC

Financial Year	Number of injuries at work recorded
2015/16	0
2016/17	0
2017/18	0
2018/19	0

### London Fire Commissioner (LFC)

Financial Year	Number of injuries at work recorded
2009/10	617
2010/11	563
2011/12	576
2012/13	476
2013/14	430
2014/15	448
2015/16	343
2016/17	366
2017/18	454
2018/19	400

### LLDC

Financial Year	Number of injuries at work recorded
2014/2015	1
2015/2016	0
2016/2017	0
2017/2018	1
2018/2019	0

### Answer for Workers Memorial Day 2019 (1)

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response



**Workers Memorial Day 2019 (2)****Question No: 2019/9283**[Onkar Sahota](#)

Research collated by the TUC shows that across time, place and sector, the presence of an active trade union makes workplaces safer. What steps have you taken to ensure that your construction skills academy, and other Greater London Authority funded programmes and projects, promote safe working practices?

**Workers Memorial Day 2019 (2)**[The Mayor](#)

Last updated: 24 May, 2019

Trade Unions played a key role in shaping the development of the Mayor's Construction Academy (MCA) through consultation. The MCA is providing coordination activities to better align construction training provision and employment opportunities across London; discussion around safe working practices will be incorporated to quarterly hub network workshops which will focus on sharing best practice and lessons learned.

Furthermore, Trade Unions have helped shape my Good Work Standard initiative which includes criteria encouraging employers to engage and collaborate with Trade Unions. These criteria cover aspects such as collective bargaining, employee voice, health and safety as well as training opportunities and help employers towards meeting and gaining Good Work Standard accreditation.

**Answer for Workers Memorial Day 2019 (2)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**A new eye hospital for London****Question No: 2019/9284**[Onkar Sahota](#)

What discussions, if any, has the Greater London Authority had with University College London's Institute of Ophthalmology regarding Project Oriel?

**A new eye hospital for London**[The Mayor](#)

Last updated: 24 May, 2019

GLA officers have provided support and advice to the London Estates Board in the Board's discussions with Moorfields Eye Hospital NHS Trust, concerning the potential use of land that may become available as a result of Project Oriel.

Once the detailed service reconfiguration proposals are published for public consultation I expect to apply my six tests for major service transformation and reconfiguration plans (as set out in <https://www.london.gov.uk/press-releases/mayoral/sadiq-khan-calls-for-bi...>).

**Answer for A new eye hospital for London**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Child oral health (1)****Question No: 2019/9285**[Onkar Sahota](#)

Your Health Inequalities Strategy rightly notes that child oral health is a problem in London with a strong social gradient. What are you doing to encourage external partners to take the actions set out in that document, namely to develop a programme to encourage parents of children aged 0-4 to register with dentists and go for checkups?

**Child oral health (1)**[The Mayor](#)

Last updated: 24 May, 2019

Child oral health is an important strand of my Healthy Early Years London programme, which shares resources and good practice to support children and families to learn about oral health.

I am also supporting the Starting Well initiative which is being promoted by the Chief Dental Officer, NHS England and Public Health England. This is a dental practice-based initiative for children aged 0-4 years, focused on increasing attendance at dental services. The initiative has been implemented in Ealing as part of a national programme and is being rolled out across London.

**Answer for Child oral health (1)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Child oral health (2)****Question No: 2019/9286**[Onkar Sahota](#)

Does the Child Obesity Taskforce also consider the consequences of poor diet on young people's oral health?

**Child oral health (2)**[The Mayor](#)

Last updated: 24 May, 2019

The Taskforce has a clear remit to focus on tackling child obesity in London. However, members have looked at how a focus on improved diets could also benefit children's oral

health. For example, the Taskforce are considering opportunities to increase children's consumption of water and reduce their intake of sugary drinks, with the aim of reducing calorie intake. This would have the dual benefit of also improving the oral health of London's children.

**Answer for Child oral health (2)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Child oral health (3)**

**Question No: 2019/9287**

[Onkar Sahota](#)

Does the Healthy Early Years Award include support for early years settings to run supervised toothbrushing?

**Child oral health (3)**

[The Mayor](#)

Last updated: 24 May, 2019

My Healthy Early Years London programme shares resources and good practice to support early years settings to help children and families learn about oral health: how to keep teeth clean, toothbrushing and the importance of going to the dentist. This includes information on dummies and bottles, healthy snacks and drinks, sugar consumption, and local dentists.

**Answer for Child oral health (3)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Mayor's Office for Police and Crime and Metropolitan Police Service communication channels with residents**

**Question No: 2019/9288**

[Onkar Sahota](#)

How do Mayor's Office for Police and Crime and the Metropolitan Police Service work use communication channels with residents (such as social media websites) to gather intelligence?

**Answer for Mayor's Office for Police and Crime and Metropolitan Police Service communication channels with residents**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **Mayor's Office for Police and Crime and Metropolitan Police Service communication channels with residents**

[The Mayor](#)

Last updated: 02 September, 2019

The MPS does not regularly monitor community or resident-focussed communications channels, such as social media accounts, for intelligence purposes. They are often closed, which prevents viewing in the first place. Any sustained monitoring of an open account for intelligence purposes would likely require a directed surveillance authority and would be conducted by suitably trained officers and usually as part of a specific investigation. Intelligence arising from community groups would normally be fed directly into a Safer Neighbourhood Team by residents, which would then be placed onto the MPS intelligence system. MOPAC has no role in gathering intelligence from social media.

## **Community cohesion and trust in the police**

**Question No: 2019/9289**

[Onkar Sahota](#)

How do Mayor's Office for Police and Crime and the Metropolitan Police Service work use communication channels with residents (such as social media websites) to build community cohesion and develop trust in police officers?

## **Answer for Community cohesion and trust in the police**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **Community cohesion and trust in the police**

[The Mayor](#)

Last updated: 02 September, 2019

Ensuring that the police are approachable and active in relevant conversations online, on the issues that matter most to communities, provides an opportunity for positive engagement and experience of policing. This helps to ensure the public feel informed, which we know is a positive driver of confidence in the police.

The MPS has an established and prominent presence across all major social media platforms including Twitter, Facebook, Instagram, YouTube and LinkedIn. The use of these platforms by officers to engage with Londoners has significantly increased over recent years, and all Ward policing teams actively use Twitter and Facebook on a regular basis.

In addition to location based social media accounts, there are active accounts focussed on specific interests, e.g. faith groups, university students and Turkish and Polish speaking communities. Officers are encouraged to proactively interact with the local community via social media: showcasing their work, engaging in relevant conversations and offering insights into local priorities and what action the police are taking. MOPAC supports the MPS in its endeavours and where appropriate will re-tweet and disseminates key messages.

**Low level times looked at an aggregate****Question No: 2019/9290**[Onkar Sahota](#)

How do the Metropolitan Police Service ensure that if a high number of similar 'low-level' crimes (which may ordinarily not require further investigation under the MPS' Crime Assessment Policy) take place in the same area over a short period of time, local police officers will respond to the pattern of incidents and recognise the cumulative impact of these crimes?

**Answer for Low level times looked at an aggregate**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Low level times looked at an aggregate**[The Mayor](#)

Last updated: 25 June, 2019

MPS officers can use the MPS crime reporting database (CRIS) to access the overnight review function for the ward to search for repeat victims. Hotspot data, feedback from ward panels and ASB maps are also available to them. Using all of these tactics, the ward officer can identify lower level persistent repeats and adopt a problem-solving approach using criminal behaviour orders, crime prevention design advisors or other tactics.

**United Nations Global Compact Cities Programme****Question No: 2019/9293**[Navin Shah](#)

What plans, if any, do you have to sign London up to the United Nations Global Compact Cities Programme?

**Answer for United Nations Global Compact Cities Programme**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**United Nations Global Compact Cities Programme**[The Mayor](#)

Last updated: 03 June, 2019

The UN Global Compact Cities programme and the accompanying ten principles have been useful in driving forward change internationally. I did assess whether London should sign up to the Programme. However, as the GLA is already delivering on these principles through

existing work programmes – for example, working with cities in the C40 network to tackle climate change and with businesses through our Good Work Standards and our Responsible Procurement policies – I concluded that, rather than diverting resource to other workstreams to support membership of this programme, we would be better served focusing our efforts on existing work.

## **Protecting London's Art & Culture (1)**

**Question No: 2019/9294**

[Navin Shah](#)

Can you outline how you have worked with boroughs to promote and protect London's libraries, community centres, and suburban arts venues?

## **Protecting London's Art & Culture (1)**

[The Mayor](#)

Last updated: 24 May, 2019

London's libraries, community centres and arts venues nurture grassroots talent and provide space for communities to come together. They offer vital activities for young people whilst government cuts continue to close more than 100 youth centres across London. They face further risks, from development to rising rents.

That is why I have strengthened protections for culture in my draft new London Plan and launched London Borough of Culture, which has provided eight local authorities with £3.7 million to invest in culture on Londoners' doorsteps.

Through my Good Growth Fund, I am investing millions in community projects including Bedford House Community Centre, Wood Green Library Project, Lea Bridge Library and Harrow Arts Centre.

I have mapped such venues for the first time, providing data to help City Hall, councils and developers protect them as part of my Cultural Infrastructure Plan. My Culture at Risk Office has also worked with over 350 cases such as Watermans Arts Centre in Hounslow.

## **Answer for Protecting London's Art & Culture (1)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **Protecting London's Art & Culture (2)**

**Question No: 2019/9295**

[Navin Shah](#)

Can you outline how you have worked with boroughs to promote and protect London's heritage venues and listed buildings often under threat of closure because of funding cuts?

## **Protecting London's Art & Culture (2)**

[The Mayor](#)

Last updated: 24 May, 2019

Four out of five tourists say culture is their main reason for visiting London and the capital's world-leading heritage and historic environment is a key element of this.

For the first time ever, my draft new London Plan has a chapter on Heritage and Culture, which means local authorities will have to consider heritage and its contribution to local character when developing planning policies. This will help ensure the city's heritage is protected.

My Good Growth Fund also protects heritage and supports conservation. It is investing in the future of heritage venues and listed buildings across London, including the Ragged School Museum in Tower Hamlets and Boston Manor House in Hounslow.

I have also set up a Culture at Risk Office that has worked on more than 350 cases including heritage cases such as the 100 Club on Oxford Street and the Royal Vauxhall Tavern in Lambeth.

**Answer for Protecting London's Art & Culture (2)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Access to Culture (1)****Question No: 2019/9296**[Navin Shah](#)

Can you outline how you are supporting London's theatres, galleries and museums to open up access for all Londoners?

**Access to Culture (1)**[The Mayor](#)

Last updated: 24 May, 2019

I have made culture a priority to open up access for all Londoners, putting creativity at the heart of communities and offering new opportunities to young people.

Through London Borough of Culture, I have awarded £3.7 million to eight local authorities to invest in culture on Londoners' doorsteps. My Cultural Impact Awards will widen access to culture further across six boroughs. For example, in Lewisham, the Albany Theatre will launch a Festival of Creative Ageing featuring the creative talents of older people in the borough.

I have committed £70 million to create a landmark Museum of London at West Smithfield. Helping the museum to attract over 2 million visitors per year, deliver a world class visitor experience and expand far-reaching schools programme to every London school child.

**Answer for Access to Culture (1)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Access to Culture (2)****Question No: 2019/9297**[Navin Shah](#)

Can you outline how you are supporting London's theatres, galleries and museums to spread their activity and presence across the city?

**Access to Culture (2)**[The Mayor](#)

Last updated: 24 May, 2019

London's theatres, galleries and museums help make London a global cultural capital, attracting millions of visitors and connecting Londoners.

My flagship London Borough of Culture programme has awarded £3.7 million to eight local authorities, including helping the Royal Court and Barbican to work in Waltham Forest, and the Serpentine Galleries in Barking and Dagenham.

I have committed £70 million to move the Museum of London to West Smithfield. This will see visitors double to 2 million a year and will reach every London schoolchild. I am also investing in East Bank, the new culture and education district at the Queen Elizabeth Olympic Park, with new buildings for the V&A with the Smithsonian, Sadler's Wells, the BBC, London College of Fashion UAL and UCL, putting world leading institutions at the heart of east London.

Through my Good Growth Fund, I am supporting theatres, galleries and museums to reach more Londoners, such as the Ragged School Museum in Tower Hamlets and Polka Theatre in Merton.

**Answer for Access to Culture (2)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Positive Impact of Sport (1)****Question No: 2019/9298**[Navin Shah](#)

Can you outline how you are working with London's football and other major sports clubs to support and expand their vast capacity for making a positive impact in the community, especially with young people?



**Positive Impact of Sport (1)**[The Mayor](#)

Last updated: 24 May, 2019

We are exploring ways in which we can work with London's football clubs and others to have a positive impact in communities. We have been working closely with London United, an umbrella group of the clubs' Foundations, to identify potential alignment with the excellent work they already do in their local communities. The Premier League has been involved in discussions around how our future community sport initiatives can involve the clubs.

We are also working with The FA as we develop a community sport programme linked to the EURO 2020 Championship.

We also support other major sports clubs and organisations, such as the NFL, who recently launched a new Academy for young people at Barnet & Southgate College.

**Answer for Positive Impact of Sport (1)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Positive Impact of Sport (2)****Question No: 2019/9299**[Navin Shah](#)

Can you outline how you are working with London's community sports clubs to support them in making a positive impact in the community, especially with young people?

**Positive Impact of Sport (2)**[The Mayor](#)

Last updated: 24 May, 2019

Sport Unites, my £8.8 million community sport investment programme, includes a £3 million allocation from the Young Londoners Fund to fund projects with a focus on young people. The programme was designed and developed with a range of community sports clubs and organisations across London, ensuring that our funding gives the support needed to deliver sport and physical activity in the most impactful way for their communities. To date we have allocated £2.25 million through small grants to support local grassroots provision, and larger grants for longer-term projects. These projects use sport to tackle issues facing Londoners in their everyday lives – such as isolation, poor mental health, discrimination and prejudice, and youth violence. Our programme helps clubs understand what works and doesn't work, and why; and how to build their capacity to deliver successful initiatives for the Londoners they reach. Combined beneficiaries for Sport Unites-funded initiatives are already upwards of 17,150.

**Answer for Positive Impact of Sport (2)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Work to bring an NFL franchise to London****Question No: 2019/9300**[Navin Shah](#)

What discussions, if any, have you had with the NFL regarding bringing a franchise to London? Please update on the current state of play for this endeavour.

**Work to bring an NFL franchise to London**[The Mayor](#)

Last updated: 12 June, 2019

I'm delighted that London is the European capital of American Football. The NFL has been staging regular season games in London since 2007. These London Games bring thousands of visitors and significant direct economic investment to our city each year.

The NFL and I have a shared ambition to relocate a franchise to London and I have met the NFL Commissioner on numerous occasions around the annual London Games to discuss their plans and what London can do to continue to support the NFL in delivering successful events each year.

The NFL continues to test the feasibility of London as a home for a franchise through its scheduling and activations programme. In 2018, for example, the NFL hosted games on three consecutive weekends in London for the first time, as well as hosting an ambitious season kick-off event in central London. On top of this, this year they will be competing in the new Tottenham Hotspur's stadium. However, the decision to relocate a franchise rests solely with the owners of the NFL's 32 teams.

I continue to make the case to the NFL and the team owners of the benefits of relocating a franchise to London and GLA officers continue to support the NFL to ensure the annual London Games are a success.

**Answer for Work to bring an NFL franchise to London**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## Global sporting, cultural and artistic events

**Question No: 2019/9301**

[Navin Shah](#)

Following London's success in hosting the 2012 Olympic and Paralympic Games can you outline which similar global sporting, cultural and artistic events London has bid for? Of those bids what has been successful?

## Global sporting, cultural and artistic events

[The Mayor](#)

Last updated: 24 May, 2019

The success of the 2012 Olympic and Paralympic Games has cemented London's position as a world-leading host of major sporting and cultural events.

Hosting major events reinforces London's global reputation, bringing both domestic and overseas visitors to the city and delivering significant investment into London's economy. In addition, the social benefits of hosting major events should not be underestimated. Events create a real sense of civic pride - bringing people together and inspiring Londoners to lead active lives.

The UEFA European Championship, which we helped to secure, is taking place in Summer 2020. It is the largest sporting event in Europe and the third largest globally after the Summer Olympics and FIFA World Cup. London will host seven Euro matches at Wembley Stadium, including both semi-finals and the final. This will be the biggest sporting event in London since the 2012 Olympics, with hundreds of thousands of travelling fans expected throughout the tournament and a wealth of cultural and community opportunities for Londoners to celebrate this once in a generation festival of football and European culture.

In addition to this event and the annual calendar of major international events that we host (including RideLondon, the London Marathon, Wimbledon, NFL London Games, the FA Cup Final), London has been involved in securing a number of world-class sporting events including:

- 2019 FINA Diving World Series
- 2019 Cricket World Cup
- 2019 Street League Skateboarding World Tour and 2020 World Championships
- 2019 World Para Swimming Championships
- 2019 and 2020 MLB London Series
- 2019 and 2020 ATP World Tour Finals
- UEFA Women's EURO 2021, including the final
- 2021 European Pro Club Rugby Finals
- 2021 Rugby League World Cup

We also support a world-renowned calendar of major cultural and artistic events and festivals in London including the BFI London Film Festival, London Games Festival, London Fashion Week and Fashion Week Men's and London Design Festival.

**Answer for Global sporting, cultural and artistic events**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Olympic Legacy (1)****Question No: 2019/9302**[Navin Shah](#)

What steps, if any, have you taken to rebuild our Olympic Legacy, following the failure under your predecessor?

**Olympic Legacy (1)**[The Mayor](#)

Last updated: 24 May, 2019

I am committed to delivering an Olympic and Paralympic legacy for all, and to ensure that the regeneration of Queen Elizabeth Olympic Park truly benefits all who work in, live and visit the area.

In June 2018, I unveiled my £1.1 billion vision for East Bank. This ambitious project will deliver a world-class cultural and educational district to the heart of the Park, becoming home to the BBC, V&A, University College London, Sadler's Wells, UAL's London College of Fashion and the Smithsonian Institution. East Bank will create 2,500 jobs, attract an additional 1.5 million visitors to the Park annually, and generate £1.5 billion for the local economy – driving investment, stimulating growth and offering opportunities for all Londoners.

I've also ensured that at least 50 per cent of homes on the London Legacy Development Corporation's land will be affordable, and have taken action to get the London Stadium onto a firmer financial footing, whilst attracting major events to London, including Major League Baseball this June.

**Answer for Olympic Legacy (1)**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Olympic Legacy (2)****Question No: 2019/9303**[Navin Shah](#)

What steps, if any, have you taken to promote and support sport for more people of all ages? What effect has this had on participation rates in sport?

**Answer for Olympic Legacy (2)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Olympic Legacy (2)**[The Mayor](#)

Last updated: 12 June, 2019

As part of my commitment to ensure that the community benefits when sporting events come to London, our Major Events Community Engagement work provides additional activities and outreach so that all Londoners have opportunities to share in the excitement of being a host city.

This year we have allocated a total of £790k to projects under the Active Londoners Fund, part of my Sport Unites programme. This fund directly supports initiatives that target inactive people of all ages in London, encouraging them to participate in sport and physical activity for improved health and wellbeing. Over 500 applications were received for this fund, showing a huge demand. Across the two rounds of Active Londoners we will directly benefit more than 25,000 Londoners who currently take part in little or no physical activity.

**Olympic Legacy (3)****Question No: 2019/9304**[Navin Shah](#)

What steps, if any, have you taken to ensure that the Olympic Legacy has positive effect across London, especially in the Outer London boroughs?

**Olympic Legacy (3)**[The Mayor](#)

Last updated: 24 May, 2019

Through the work of London Legacy Development Corporation, we are:

- establishing the world-class status of our city, driving inward investment for the whole of London;
- creating East Bank – a new culture and education district for the whole capital, generating hundreds of new jobs;
- pulling the centre of London further east, which increases the opportunities available to people living in the outer East and North East London boroughs;

“Sport Unites”, my £8.8 million community sport programme promotes the power of sport and focuses on improving social integration and the physical and mental health of Londoners. I support projects in every London borough.

My Team London volunteering and social action programme also delivers a positive legacy from the Olympics, with volunteers acting as the friendly and welcoming face of London

each summer in key central areas, transport hubs and major events. Next summer we are delighted that we will recruit Host City volunteers to welcome visitors to Euro2020.

### **Answer for Olympic Legacy (3)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **High Street Closures**

**Question No: 2019/9305**

[Navin Shah](#)

With news that Debenhams are planning to close a number of stores across London, what steps will you be taking to ensure that our High Streets continue to thrive, even after the loss of such a big name?

### **High Street Closures**

[The Mayor](#)

Last updated: 25 June, 2019

London is home to an amazing variety of high streets and town centres. Each high street in London is as unique as the community it serves, and performs an essential economic, social and civic role. Although they're facing significant challenges, for generations high streets have proved their resilience to the changing face of retail.

Business rates increase of online shopping and high rents are creating a 'perfect storm' of extremely difficult trading conditions. My draft London Plan takes a strong 'town centres first' approach, focusing commercial development in town centres, with employment, entertainment, retail and other commercial uses helping to attract customers to a vibrant mix of businesses.

I welcome recent Government proposals for an online sales tax aimed at levelling the playing field and providing support for struggling retailers. However, this should be part of a wider package of reforms aimed at supporting the High Street.

Protecting our high streets and the retail sector is vital, which is why I will continue to campaign for the full devolution of business rates, so we can safeguard the high street businesses and retail sector jobs that so many depend on.

I have awarded funding to high street and town centre projects through my Good Growth Fund and Crowdfund London and my Economic Development Strategy supports the inclusive and diverse nature of London's high streets and town centres, encouraging stewardship from local residents and businesses to maximise local economic opportunities.

### **Answer for High Street Closures**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **Willesden Green Station – Staffing (2)**

**Question No: 2019/9306**

[Navin Shah](#)

In response to my question (2019/0429), you said that Transport for London would launch their 'Turn Up and Go' app in February 2019, aimed at providing real time information for staff to see which trains are carrying customers in need of assistance.

1. Has this app been launched and how many times has it been used up to present?
2. Has it provided improvements to those customers with mobility difficulties?
3. Has TfL set a date for the launch of the customer-facing app, 'TfL Go'?

### **Willesden Green Station – Staffing (2)**

[The Mayor](#)

Last updated: 24 May, 2019

Transport for London (TfL) launched the Turn Up and Go tool on the Station Real Time Information app on Sunday 10 February. This is a tool for staff to help them record and manage turn up and go journeys starting, interchanging or ending at their stations. To date, 4604 turn up and go journeys have been recorded by staff using the tool.

As part of on-going evaluation of its customer services, TfL monitors all customer feedback. TfL has not yet undertaken analysis of the impact the Turn Up and Go tool has had on customers but will be reviewing this in the future.

TfL has not yet set a date for the release of the new customer facing app – provisionally named TfL Go. Development of the app is ongoing. I have asked TfL to inform you of the launch date when it is available.

### **Answer for Willesden Green Station – Staffing (2)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **The Carlton and Granville Community Centres**

**Question No: 2019/9307**

[Navin Shah](#)

The Mayor's London Plan acknowledges the importance of protecting existing community spaces as they are under threat across London, such as is the case of The Granville and Carlton community centres - heritage buildings in the South Kilburn estate. Concerns are

that due to pressures for local redevelopment, communities will end up losing the level and quality of facilities they currently have. How can the Mayor influence local councils to A) protect existing community centres / spaces B) ensure that any redevelopment on the site of existing community centres accommodates the quality and scale of community facilities to fully serve demands of the existing communities as well as future residents in the locality? High quality and adequate social infrastructure is key to inclusive and thriving neighbourhoods.

### **The Carlton and Granville Community Centres**

[The Mayor](#)

Last updated: 24 May, 2019

I agree that social infrastructure is key to supporting inclusive and thriving neighbourhoods. My draft London Plan sets out policies that require boroughs to undertake a needs assessment of social infrastructure (including community, youth, recreation and other facilities), to ensure boroughs fully understand existing and future needs and plan appropriately for them. The draft Plan also protects social infrastructure from development that would lead to the loss of facilities in an area of defined need, unless a replacement is provided that would continue to meet the needs of the neighbourhood it serves. I can only directly use my planning powers on applications that are referable; however, the London Plan will become part of the development plan for the whole of London once adopted, and should be used by boroughs to guide decision-making.

### **Answer for The Carlton and Granville Community Centres**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **Education and behaviour policies**

**Question No: 2019/9308**

[Navin Shah](#)

The National Education Union has described behaviour policies in schools in England as “damaging to pupil mental health.” There are concerns around behaviour policies such as prolonged isolation periods in our schools and its effects on young people, especially given the state of childhood mental health services. What can be done to ensure there is enough level of oversight of behavioural policies in London schools?

### **Education and behaviour policies**

[The Mayor](#)

Last updated: 24 May, 2019

London schools need more resourcing to put in place the right early intervention support that can help teachers by reducing behavioural problems from arising in the first place. This preventative approach is needed to minimise schools resorting to punitive approaches down the line, like prolonged isolation periods.



I have called on the Prime Minister to give local authorities more responsibility over exclusions to ensure a co-ordinated strategic response. I will be liaising with London's education sector to respond to the Government's forthcoming consultation greater local authority oversight following the Timpson Review.

You are right to identify the lack of resources on children's mental health support, within schools and more widely. I am working with the NHS, boroughs and schools to improve pupil mental health and well-being, which in many cases will address underlying behavioural issues. 2000 schools now participate in Healthy Schools London and the first 100 schools have taken up Mental Health First Aiders training, funded through the Young Londoners Fund.

### **Answer for Education and behaviour policies**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Ownership structures in London**

**Question No: 2019/9309**

[Navin Shah](#)

Recent research shared with the Guardian has shown that half of England is owned by less than 1% of its population. Has any analysis been done to reflect land ownership structures in London?

### **Ownership structures in London**

[The Mayor](#)

Last updated: 24 May, 2019

This research was undertaken by Guy Shrubsole and included in his book 'Who Owns England?' 2019. Other than this, I am not aware of any specific analysis of land ownership structures in London. However, my team is currently working on mapping publicly-owned land, drawing on land registry data and building on the early work of the London Land commission.

### **Answer for Ownership structures in London**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Secondary School Exclusions****Question No: 2019/9310**[Navin Shah](#)

The London Assembly's 'Preventing secondary school exclusions' report has found that the number of children being excluded from secondary schools in London has gone up for the past three years.

The report also stated that exclusions correlate with later violence or criminal activity. A study of UK prisoners found that 63% had been temporarily excluded and 42% permanently excluded at school. Given the rise in exclusions and the above correlation:

1. What are you doing to support London schools and pupils in relation to the rise in exclusion rates?
2. How does tackling expulsion rates fit into your Knife Crime Strategy?

**Secondary School Exclusions**[The Mayor](#)

Last updated: 24 May, 2019

I am consulting with schools and the education sector to find out more about the challenges that they face in supporting children who are at risk of exclusion or going missing from school. You can read more about our ongoing work around exclusion in the paper discussed at my Violence Reduction Unit Partnership Reference Group meeting in March. On 7 March, I joined with Police and Crime Commissioners to call on the Prime Minister to give local authorities responsibility over exclusions to ensure a co-ordinated strategic response, to outlaw off-rolling and to reverse the damaging cuts to early intervention services. We know that truancy and exclusion are risk factors in serious violence and that vulnerable children are more likely to be either excluded or not attending school. That's why early intervention and support for vulnerable young people both in and out of school is needed, which is why I called for schools to have the necessary resources to deliver effective interventions and support those at risk of exclusion.

Education, health and communities teams are working closely with my Violence Reduction Unit and MOPAC on what can be done to support vulnerable children and reduce their involvement in knife crime. I shall be responding to the London Assembly's report as requested in June.

**Answer for Secondary School Exclusions**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**ULEZ and Black cabs****Question No: 2019/9311**[Navin Shah](#)

I welcome the introduction of ULEZ last month which will improve the air quality of our city. However, how do you respond to my constituent concerns that black cabs which are responsible for 25% of the NOx pollution in the city, are exempt from the scheme?

**ULEZ and Black cabs**[The Mayor](#)

Last updated: 24 May, 2019

I understand your constituent's concerns. Historically, taxi drivers have had a limited choice of heavy diesel vehicles to use and this has led to the taxi fleet becoming a significant contributor to poor air quality, particularly in central London.

Taxis are not in scope of the ULEZ because they are legally obliged to use a certain type of vehicle that is purpose designed for London's unique street network and fully accessible to wheelchair users. However, Transport for London (TfL) has set strict licensing requirements which came into force from the beginning of 2018, designed to speed up the replacement of dirty diesel taxis with electric vehicles, with the support of dedicated charge points. The licencing requirements far exceed the ULEZ emission standards and mean that no more diesel taxis are being licensed and all new taxis must be zero emission capable.

However, I continue to look across all modes of transport to address London's air quality challenges and the taxi trade must do its part even though drivers are exempt from the ULEZ. TfL has recently consulted on a proposal to reduce the maximum age limit of older diesel taxis (currently 15 years) to 12 years by 2022. Subject to the outcome of the consultation, TfL estimate this proposal would reduce taxi NOx emissions in central London by up to 14 per cent in 2019 and by at least 65 per cent by 2025, which is necessary to meet legal obligations.

**Answer for ULEZ and Black cabs**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**London youth clubs****Question No: 2019/9312**[Navin Shah](#)

Recent research from Guardian cities has shown that London has lost nearly 100 youth centres since 2011, these due to central government cuts to local councils. As part of your Young Londoner's Fund, is any funding allocated to keeping existing youth clubs open?

**London youth clubs**[The Mayor](#)

Last updated: 24 May, 2019

The Knife Crime APPG (All-Party Parliamentary Group) report shows the devastating impact the cuts to youth services are having on young people, with areas that have suffered the largest cuts facing the biggest increases in knife crime.

I am determined to invest in young people and my Young Londoners Fund is key to our long-term approach to tackling knife and violent crime in the capital. We're now providing record amounts of funding, which is much needed following years of government cuts to key local services.

To date, I have invested over £20.5 million in projects that will offer positive activities and safe spaces for over 66,000 young Londoners. Many of these, such as the 'There is Another Way' project at the Harrow Club W10, 'Girls Empowered Against Crime' at the Knights Youth Centre in Lambeth and 'Movement Through Arts' at Bollo Brook Youth Centre in Ealing, are delivering from existing youth clubs and supporting the young people who use these clubs.

### **Answer for London youth clubs**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Brexit and the ethnicity pay gap**

**Question No: 2019/9313**

[Navin Shah](#)

Comments from Simon Wooley, chairman of the government's Race Disparity Advisory Group during a London Assembly economy committee meeting indicated that Brexit and austerity are having an adverse impact on the ethnicity pay gap. Given London's large BME community, what is your office doing to tackle this?

### **Brexit and the ethnicity pay gap**

[The Mayor](#)

Last updated: 24 May, 2019

This Government's Brexit and austerity policies are harming Londoners, and are having a disproportionate impact on Black, Asian and Minority Ethnic (BAME) groups, as evidenced by organisations such as Race on the Agenda<sup>1</sup> and the Equality & Human Rights Commission<sup>2</sup>.

I have called on the Government to withdraw Article 50 and give the public the final say on Brexit. I have also consistently opposed the Government's cuts to public services and the welfare system and I am supporting the civil society organisations that are having to plug the gaps those cuts have created.

The employment and in-work progression programmes underpinned by London's share of the European Social Fund (ESF) are particularly valuable in supporting BAME Londoners.

This is why I am making the case for London to receive a fair settlement through the Government's replacement for ESF – the UK Shared Prosperity Fund.

Lastly, I have recently published the GLA Group's second ethnicity pay gap analysis and will support and encourage employers to do the same through my Good Work Standard.

1 <https://www.rota.org.uk/brexitforbamebritain-briefing>

2 <https://www.equalityhumanrights.com/sites/default/files/cumulative-impact-on-living-standards-of-public-spending-changes.pdf>

### **Answer for Brexit and the ethnicity pay gap**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Concern hub**

**Question No: 2019/9314**

[Navin Shah](#)

What are the differences between the Metropolitan police's new 'Concern Hub' and the previous 'Gang Matrix'?

### **Concern hub**

[The Mayor](#)

Last updated: 24 May, 2019

The Concern Hub is a multi-agency diversion initiative, not a replacement for the MPS' Gangs Matrix or the Gangs Matrix in another name. The Met, in collaboration with Lewisham Council, is developing a new multi-agency diversion initiative called The Concern Hub. This pilot, due to launch in Lewisham this month (May 2019) aims to safeguard young people at significant risk of becoming involved in violence, drugs, or gang activity.

Further detail on the Concern Hub is set out under Mayor's Question 2019/8882.

### **Answer for Concern hub**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Met Police – Civilian Jobs**

**Question No: 2019/9315**

[Navin Shah](#)

**A resident has raised an issue about** many Met officers currently undertaking 'civilian jobs in the offices'. When is the Mayor going to put them back on the streets instead of

complaining about lack of resources? What is the percentage of police officers that are doing roles that do not need police skills for example project management, administration etc. compared to officers using their police skills?

### **Answer for Met Police – Civilian Jobs**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Met Police – Civilian Jobs**

[The Mayor](#)

Last updated: 03 June, 2019

This Government has cut policing to the bone. It has imposed cuts of over £850 million since 2013/14 and, with a further £263 million needed, the total will exceed £1 billion by 2023. These cuts are having a real impact on the number of officers that can be sustained and I will continue to make this point.

I have done everything I can to support policing and put officers back into communities. I have raised the policing precept of council tax to the maximum legally allowed and redirected business rates to provide additional investment of £234 million. I am committed to two Dedicated Ward Officers (DWOs) and one Police Community Support Officer (PCSO) in every ward in London – putting officers into the heart of communities.

The Metropolitan Police Service (MPS) is also working hard to minimise the number of officers in back office roles, including recruiting police staff investigators. Policing is a complex and highly diverse role which inevitably requires project management and administrative skills even when undertaking core frontline duties. It is not possible to separate out roles by such skills.

### **Harrow and Wealdstone Station: Footbridge**

**Question No: 2019/9316**

[Navin Shah](#)

There is a delay to the refurbishment of footbridge. The prime reason for the delay relates to a dispute between TfL and Network Rail re Puccino's concessions located on the bridge. Can you advise when do you expect resolution of the problem(s) and give us the new completion date?

### **Harrow and Wealdstone Station: Footbridge**

[The Mayor](#)

Last updated: 21 May, 2019

Transport for London (TfL) and Network Rail (NR) have resolved the issues that had delayed the start of the refurbishment works by NR.

The coffee concession is being relocated to platform 2 at the station. Scaffolding has been erected on the footbridge and hoardings works have commenced which has partitioned the bridge and enabled the works to commence.

The footbridge will remain open throughout the work but space will be restricted for customers at certain times. The works are expected to take until the end of 2019 to complete.

## **Universal Credit**

**Question No: 2019/9317**

[Fiona Twycross](#)

The Institute for Fiscal Studies recently found that self-employed, low-paid and those on disability benefits are going to be the biggest losers as a result of Universal Credit. How many Londoners are worse off since the introduction of Universal Credit?

## **Universal Credit**

[The Mayor](#)

Last updated: 24 May, 2019

According to DWP, there are currently more than 260,000 Londoners claiming Universal Credit. However, not enough is known about their circumstances to assess how many are worse off.

The recent IFS research clearly demonstrates how those who need help the most are instead losing thousands of pounds a year - and this is all before the financial consequences of issues like payment delays, deductions and administrative errors are taken into consideration.

This is yet more evidence that Universal Credit is not fit for purpose, and I urge the government again to completely halt the roll-out and overhaul it to ensure that it works for everyone.

## **Answer for Universal Credit**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

## **Automation in the retail sector**

**Question No: 2019/9318**

[Fiona Twycross](#)

The Office for National Statistics found that supermarket checkout assistants have borne the brunt of automation, with 25.3% of jobs disappearing between 2011 and 2017. How can you help those Londoners affected reskill? Particularly women and part-time workers who are most affected.

**Automation in the retail sector**[The Mayor](#)

Last updated: 24 May, 2019

I am committed to improving the skills and employability of Londoners, and the devolution of the £311 million per annum Adult Education Budget to London from 2019/20 presents a momentous opportunity to shape adult learning to better meet London's needs. From the first year I will provide free skills training for Londoners earning below the London Living Wage in addition to Londoners who are out of work. Also, my 2019-23 ESF programme, which commences delivery this year, includes training in a variety of in-demand sectoral skills, and will provide support for women and part-time workers. Last year, I launched my £7 million Digital Talent Programme, which is aimed at Londoners aged 16 to 24 and will support more young women and young Londoners from diverse ethnic and disadvantaged backgrounds to enter digital occupations. Finally, this year I will be publishing my Local Industrial Strategy and accompanying Skills and Employment Vision, making the case to government for investment in London's future prosperity.

**Answer for Automation in the retail sector**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Children in care****Question No: 2019/9319**[Fiona Twycross](#)

Recent data has uncovered that there has been an increase in the number of children placed in care, that go missing, particularly after an out of area placement. How many of these took place in London in 2018? Will you write to the Government Minister responsible and ask them to increase their efforts to support vulnerable children in care and keep them in London close to their support networks?

**Children in care**[The Mayor](#)

Last updated: 29 May, 2019

Fourteen per cent of Looked After Children in London (approx. 1,380) had a missing incident in 2018. This has increased by 8 percentage points since 2015. We also know that 19 per cent of Looked After Children in London (approx. 1,879) were placed more than 20 miles from their home in 2018. This is based on data taken from the Local Authority Interactive Tool (LAIT) <https://data.gov.uk/dataset/f3c3ca1d-3488-4aaf-97b2-e1ca68c986cd/local-a...>

Data on the number of children placed in care in London that go missing after an out of area placement is not publicly available. We know that the transition period between placements is very challenging and is increased when young people are moved out of the



area. I am committed to writing to Minister of State for Children, Young People and Families, Nadhim Zahawi MP to draw his attention to this issue.

**Answer for Children in care**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**London Fire Brigade and ultra-high pressure lances and positive pressure ventilation equipment**

**Question No: 2019/9322**

[Andrew Dismore](#)

A number of fire brigades, including small county brigades, around the country use ultra-high pressure lances and positive pressure ventilation equipment, but not London Fire Brigade. London Fire Brigade training contracts do not provide a location for PPV training due to the need for carboniferous burning. will you take steps to ensure LFB has the most up to date equipment with necessary training to provide for firefighter safety and reduction in fire and water damage at fires?

**London Fire Brigade and ultra-high pressure lances and positive pressure ventilation equipment**

[The Mayor](#)

Last updated: 21 May, 2019

London Fire Brigade (LFB) is aware that neither of the existing training venues provided by Babcock at Beckton and Park Royal, or the third venue planned for Croydon, are able to support carbonaceous Positive Pressure Ventilation (PPV) training, fundamental to the introduction of both PPV and Ultra High Pressure Lances (UHPL) technologies. LFB is working closely with colleagues from Babcock to find a cost effective way of providing appropriate venues to support PPV and UHPL training. This research includes looking at existing venues that surround the capital, as well as exploring the collaborative use of existing training venues at neighbouring fire and rescue services.

**Putney Low Emission Bus Zone**

**Question No: 2019/9323**

[Leonie Cooper](#)

The Putney High Street Low Emission Bus Zone was launched by you in March 2017. Can you please set out how many breaches of the EU limits took place in 2017, 2018 and so far in 2019, as my constituents would like a full update.

**Answer for Putney Low Emission Bus Zone**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

### **Putney Low Emission Bus Zone**

[The Mayor](#)

Last updated: 04 November, 2019

Since the introduction of the Putney High Street Low Emission Zone there have been significant improvements in concentrations of NO<sub>2</sub> for both the hourly and annual mean.

In 2016, before improvements on the route began there were 403 exceedances of the hourly limit for NO<sub>2</sub>. In 2017, once the Low Emission Bus Zone was introduced this fell to nine. In 2018 there was insufficient data capture (less than 90 per cent) at the site due to technical issue which resulted in the site being offline for the majority of January and February. In 2019 to date (29 October) there has been good data capture and only 1 hour that exceeded the hourly limit.

### **Fighting Racism in Football**

**Question No: 2019/9324**

[Unmesh Desai](#)

I welcome that you have signed 'The Times' manifesto to fight racism in football. What role do you think sporting organisations can play in leading community inclusion activities as well as anti-racism and other anti-discrimination activities?

### **Fighting Racism in Football**

[The Mayor](#)

Last updated: 24 May, 2019

I am proud to have signed The Times manifesto to fight racism in football. I am committed to tackling racism and discrimination in sport at all levels. Community sport projects can play a key role in bringing communities together, and in delivering activities specifically aimed at challenging racism and discrimination. 'Sport Unites, my flagship £8.8m community sport investment programme is about using the power of community sport to bring people from different backgrounds together and address differences. My goal is for London to be the first city in the world to maximise the potential of sport to improve social integration as well as improving activity and mental health.

I have funded projects such as Maslaha's Muslim Girls Fence, which is challenging the stereotypes that Muslim girls face, and Football Beyond Borders, with the majority of staff and participants of multi-ethnic backgrounds, they use the power of football as a positive educational tool to inspire and challenge stereotypes of young people in London.

### **Answer for Fighting Racism in Football**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Met Police and London Fire Brigade affiliation to Electronics Watch****Question No: 2019/9325**[Unmesh Desai](#)

Are the Metropolitan Police and Fire Service to affiliate to Electronics Watch, as recommended by UNISON?

**Answer for Met Police and London Fire Brigade affiliation to Electronics Watch**[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response

**Met Police and London Fire Brigade affiliation to Electronics Watch**[The Mayor](#)

Last updated: 03 June, 2019

The Greater London Authority Group affiliated to Electronics Watch at the end of 2018, this consists of all functional bodies including the Metropolitan Police Service and London Fire Commissioner. The affiliation to Electronics Watch will further support the ethical sourcing commitments within the Mayor's Responsible Procurement Policy. This includes insight into electronics production regions and capacity to verify that suppliers meet the labour rights standards in GLA contracts, or to proactively work with them to improve working conditions where further development is needed.

**Child oral health (4)****Question No: 2019/9326**[Onkar Sahota](#)

What, if any, plans do you have to work with colleagues in the Healthy London Partnership and other stakeholders in addressing the use of shisha and betel nut in London, given their harmful consequences for oral health particularly among young people?

**Child oral health (4)**[The Mayor](#)

Last updated: 24 May, 2019

Local authorities know their communities and are best placed work with them to address their needs. Intervention by a wide range of services including public health, environmental health, and trading standards is often required to achieve change.

I support a coordinated multi-agency approach to prevention and enforcement work including the development of pan-London approaches where appropriate (for example on illegal tobacco). Public Health England and the Association of Directors of Public Health are working with Healthy London Partnership and others to progress action on tobacco control at a regional and sub-regional level.

I also support initiatives such as Making Every Contact Count that help NHS and front-line staff (including dentists) talk to people about how to improve their health.

**Answer for Child oral health (4)**

[The Mayor](#)

Last updated: 21 May, 2019

Officers are drafting a response